THE MARINE REVIEW

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Farrell Urges Use of U. S. Ships

Business Leader Condemns Criticism of American Ships and Calls for Intelligent Use of Our Commercial Fleet

ANY American can study with profit the analysis made by James A. Farrell before the National Foreign Trade council of the present merchant marine situation. Mr. Farrell won his present position as president of the United States Steel Corp. through his long experience in foreign trade. He has been a ship operator for a great many years and as president of the council his address was the most significant feature of the big four-day Cleveland meeting. Mr. Farrell's analysis shows for one thing that the American business man is running the risk of endangering his own business by a faulty appreciation of the importance of controlling the means of transporting his goods abroad. He shows also that Americans although credited with egotism are on the contrary inclined to disparage their own work as shown in the unjustified criticism of the ships built in our yards during the war.

These war-built ships, stated Mr. Farrell from his personal knowledge of them as head of both a shipbuilding and ship owning company, are well constructed and "with a few exceptions compare favorably with the work of the best builders in any country. Our steel ships are fine examples of the skill of American mechanics."

American Ships Criticized Without Cause

Almost every discussion by Americans of the merchant marine drags in its wake the ancient red herring of poorly designed ships, faultily built, falling apart from their own weakness. For example, the mention of Hog Island has been sufficient to send almost any American into demoniac gestures of criticism. The simple fact, however, is that these ships have proved the value of their design and construction. The freedom from repair shown by the QUISTCONCK, first ship built by the Hog Island yard and which logically should have contained all of the inherent mistakes associated with inexperienced organization and inexperienced workmen, sets a record in vessel construction unmatched by any foreign shipyard. It is time for Americans to oppose vigorously the wholesale criticism of American ships. Just how much of this criticism is of American birth and how much is inspired by foreign competitors, is immaterial.

The direction in which criticism should be pointed is toward the present and future policies of handling our merchant carriers.

Revision of the cumbersome and repressive navigation laws, generally drafted for another and earlier age of shipping and made more crippling by the addition of many of the costly sections of the seamen's act, is the essential which must precede the turning over to private owners of the government's fleet. Release of the ships before a reasonable chance is given private operators to run the ships successfully, would be fatal.

Merchant Fleet as Aid to Every Business

Mr. Farrell called upon American business men to support their own merchant fleet. This request based on a sound business policy, would call for payment of a fair rate on imports and for the export of goods on a c.i.f. basis which would give Americans control of the ocean transportation of American exports, rather than on an f.o.b. basis American shipping ports. American business men can not know their own foreign markets nor "the laid down parity of their competitors prices unless they include in their sales price the cost of their goods, the insurance and ocean freight to ultimate destination."

Solution of the marine problem will be along the line of "less government in business, more business in government." To translate that phrase into action requires intelligent consideration by all American business men to this question of making this large American merchant fleet a business building agency for general American industry.

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Rearrange Port of New Orleans

Business Men Seek To Correct Faults of Present Narrow Policy of Municipal Domination

BY H. H. DUNN

NEW Orleans, led by its association of commerce and supported by the state administration, will go before the state constitutional convention, which meets in March and lay before that body a demand for complete rearrangement of the port system of the Crescent City. According to plans outlined at a conference between the governor and officials of the various commercial organizations of the city, the present narrow policy whereby every inch of port development must be done with public funds by the board of commissioners of the port, is to be abandoned for a policy of private development, on lands leased from the public domain.

At present, every foot of land on the 41-mile waterfront of New Orleans harbor—with the exception of three comparatively small pieces—is owned by the state and city, and is administered by the board of port commissioners. Private capital cannot build a wharf, erect a warehouse or put a terminal on any of this land. Neither can private capital lease for any period, no matter how short, any of this land, or buy a foot of it outright.

This restriction to public ownership is largely responsible for the great lack of facilities for handling vessels and cargoes which now hampers the deep-sea and inland commerce of the port. In the opinion of the association of commerce, public ownership as carried on in New Orleans, has been a failure and the constitutional convention will be asked to remedy it.

The remedy to be proposed to this convention is that of allowing private corporations, firms and individuals to take long-time leases on publicly owned waterfront lands and to erect wharves, wharfhouses, sheds, warehouses, and terminals. No one is to be allowed to erect such buildings for rental, or for other than the use of himself or his firm, company, or corporation. Buildings so erected are to become the property of the state and city, at any time the board of port commissioners decides it to be expedient to take them over by paying the actual cost of such buildings to the owner, said cost to be filed in a sworn statement with the dock board at the time of the completion of the building or other improvement.

Would Enable Rapid Development

This method will retain the land itself in possession of the state and city, but will make possible rapid development of the port. At present, all harbor and port improvements must be done by the board of port commissioners with the public funds or with moneys borrowed in advance, the loans predicated on public funds to be available for this purpose later. Approximately 14 miles of the 41-mile waterfront of New Orleans is improved, of which four miles is fully equipped with adequate wharves and steel sheds. It is estimated that at least ten miles more, if properly equipped today, could be put to immediate and effective use.

The port facilities committee of the association of commerce, which initiated the movement and which is taking the leadership among the commercial organizations of the city for the rearrangement of the port system, has given the following statement to the correspondent of MARINE REVIEW:

"We find the policy under which the port facilities of New Orleans may be provided is so narrow as to exclude, in a very large measure, financial co-operation by steamship lines, shipping concerns, warehousemen and others, who at other ports invest large sums in creating the facilities they require for the economic conduct of their enterprise. Thus, the port of New Orleans is being denied the great impetus such investments would give its development, while carriers and commerce generators, lacking responsibility to the port which heavy investments in terminal facilities would create, are free to withdraw service from the port on the slightest provocation.

"The case of the port of New York, where public ownership is not the plan offers a striking contrast in development. The Cunard line, for example, is now investing $40,000,000 in creating terminal facilities for its ships. This investment makes the Cunard line a part of New York, and New York may always depend upon the sustained co-operation of

COTTON SHIPMENTS FROM NEW ORLEANS ARE FREQUENTLY DELAYED BY DOCK CONGESTION

Inadequacy of the public wharves has led the city to go before the state government and call for a complete rearrangement of port development and management so that private capital may participate

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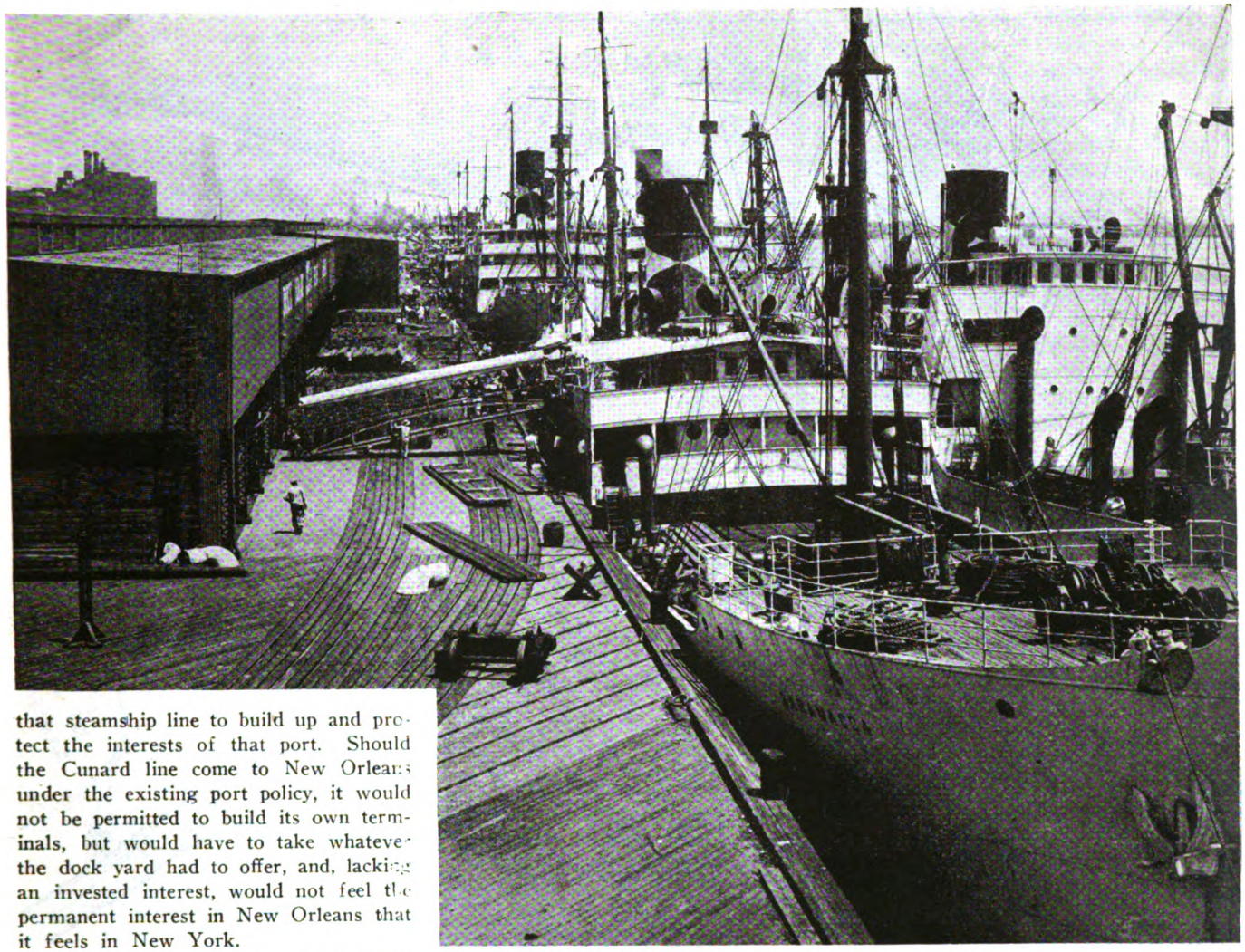

CONGESTED CONDITION OF DOCKS AT THE PORT OF NEW ORLEANS
An idea of the situation which frequently prevails may be gained from this view showing how vessels must be moored tandem to expedite loading and unloading

that steamship line to build up and protect the interests of that port. Should the Cunard line come to New Orleans under the existing port policy, it would not be permitted to build its own terminals, but would have to take whatever the dock yard had to offer, and, lacking an invested interest, would not feel the permanent interest in New Orleans that it feels in New York.

"The association of commerce does not suggest a return to private ownership, but does suggest the plan of leasing."

Coaling Facilities of New Orleans

FUEL-SUPPLYING facilities of the port of New Orleans have been increased, starting with the new year, by a publicly-owned coal plant with a handling capacity of 1000 tons an hour and storage facilities for 25,000 tons. It has been erected under direction of the board of commissioners of the port and is being operated by them. The new tipple and storage plant stands at the upstream end of harbor frontage, just above the end of Peters avenue at the river, and is served by both the municipally-owned belt railroad and the Illinois Central railroad.

Although the plant has a storage capacity of 25,000 tons, its purpose is the immediate bunkering of ships, or loading of cargoes. The coal will be removed as fast as it is brought in, after the storage bins have been filled, according to present demand for bunker coal. The fuel to be handled is run-of-mine coal or coke and the plant is so arranged that coal may be unloaded from railroad cars into the storage bins or into boats or barges; from storage pile into steamers or barges; from barges into steamers or into storage bins and piles; and, if necessary, from barges or storage piles into railroad cars. Thus the plant works either from land lines to water, as in the bunkering of ships, or from water lines to rail, as in the handling of coal brought by government barges from the Alabama fields up the Mississippi river to the tipple.

Wharf 750 Feet Long

A wharf 750 feet in length parallels the tipple, capable of taking care of three 10,000-ton ships at a time, while the tipple pours coal into their bunkers at the rate of 800 to 1000 tons an hour. The plant is equipped with a hopper house, three loading towers and one unloading tower. Two of the three loading towers travel along a track, so they can discharge directly into hatches of steamers. The unloading tower is a steam-operated, traveling hoisting tower, with a projecting beam carrying a trolley and a grab bucket. Chutes are provided along the storage pile, whereby coal may be discharged from wing conveyors directly into railroad cars. Coal received in gondolas, however, is unloaded by means of the grab-bucket operated from the overhead traveling crane, and discharged through the track hoppers into the storage pile.

The plant is equipped so as to permit loading of coal into vessels from barges, storage pile or railroad cars. Coal also can be loaded from barges and from railroad cars simultaneously into the storage pile. Approximately 7120 lineal feet of 36-inch belting serve 13 separate conveyors for the coal from storage pile or cars to shipside on the wharf.

This makes the fifth coaling-supply

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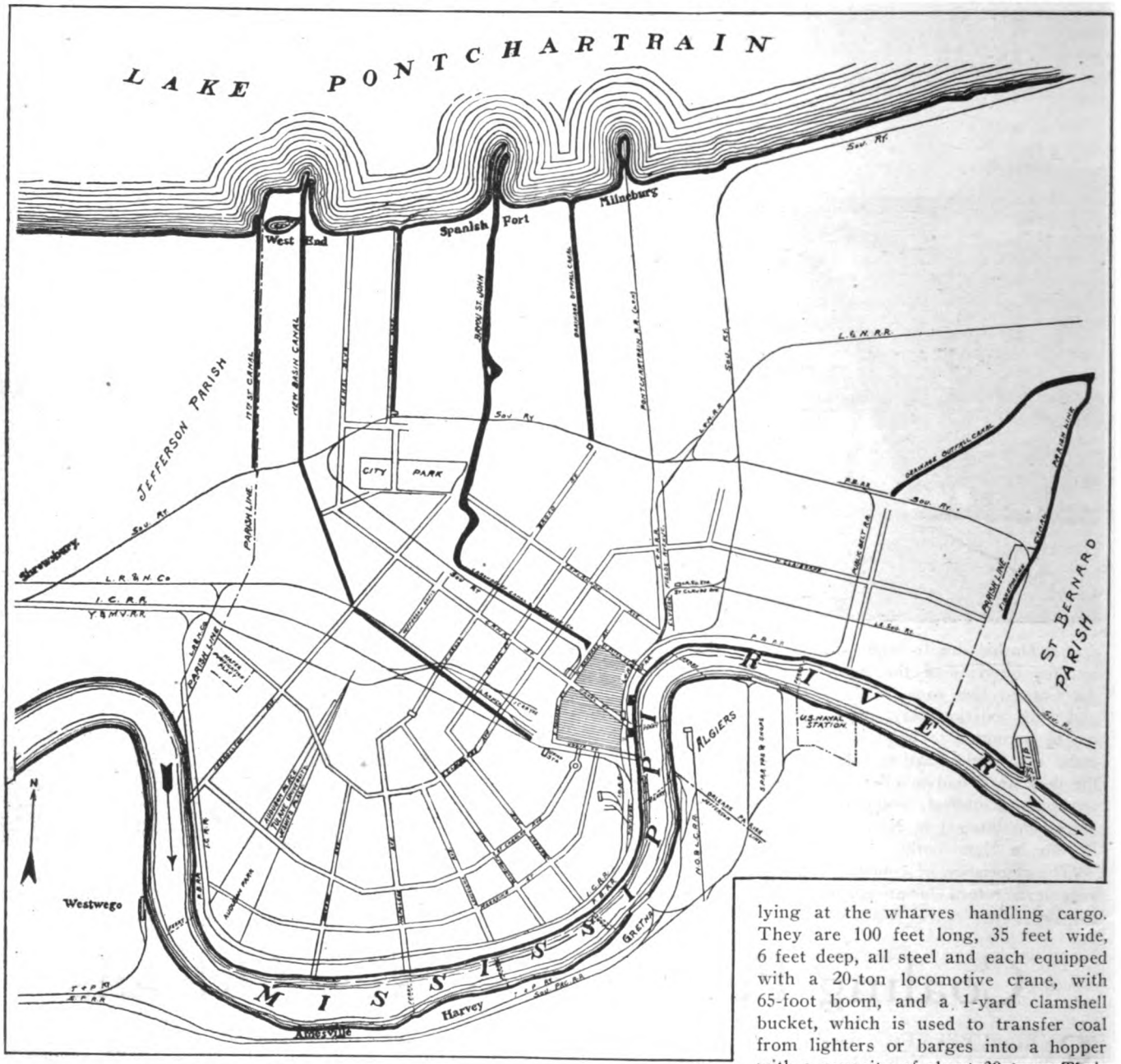

PLAN OF THE HARBOR AND ENVIRONS AT NEW ORLEANS

Harbor front and incidental waterways which the city of New Orleans now is planning to modify radically by a plan of private development to supplement the public ownership of docks and terminals

plant in New Orleans harbor which is operated for general service, but is the first to be publicly-owned and operated. The American Sugar Refining Co. owns and operates a small coal plant of capacity of about 70 tons an hour, at its plant at Chalmette, just below New Orleans; but this is exclusively used for delivering coal from barges into the track hoppers at the company's boiler house. The plant consists of a wharf, 36 x 204 feet, paralleling the river, on which runs an electric locomotive crane, fitted with a clamshell bucket. The crane lifts the coal from the open barge and deposits it in the dock storage hopper, which is of 170 tons capacity.

The New Orleans Coal Co. has the largest general-service coal-supply plant next to the new public tipple. This private plant consists of two units. The maximum height is 60 feet above ordinary high water, which gives ample space to coal the largest vessels which come to New Orleans. The maximum capacity is 350 tons an hour, and vessels drawing 30 feet at low water can be hand'ed conveniently. There is storage space for approximately 10,000 tons adjoining the tipple, equipped with a slack-line device to handle the coal from the storage piles and deliver it direct to the hopper. Both tipples operate by steam power.

The New Orleans Coal Co. also has two steel floating colliers, used to coal ships from barges while the vessels are lying at the wharves handling cargo. They are 100 feet long, 35 feet wide, 6 feet deep, all steel and each equipped with a 20-ton locomotive crane, with 65-foot boom, and a 1-yard clamshell bucket, which is used to transfer coal from lighters or barges into a hopper with a capacity of about 30 tons. Their capacity is 150 to 175 tons an hour, handling the coal directly from barges to the ship's bunkers. The same company has a number of steel and wooden deck barges, which are loaded at the tipple and towed to shipside, either in the stream, or when the ship is lying at the wharf, where the coal is transferred by the colliers into the ship's bunkers.

The Alabama & New Orleans Transportation Co., which has a coal storage plant and tipp'e at Vio'et, on Lake Borgne canal, about 12 miles below New Orleans, also serves vessels in the harbor of the Crescent City, by means of barges and a self-propelled barge, equipped with conveyor and tower, with an endless chain arrangement for direct delivery from the hoppers in this barge to ship bunkers. The plant at Violet consists of three towers, running on tracks parallel to the Lake Borgne

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canal, near its junction with the Mississippi river. These towers also span railroad tracks and their extension booms reach both barges in the canal and storage piles on shore.

The Illinois Central Railroad Co. has coaling facilities at its Harahan yard, some distance out of the city, consisting of one electrically-operated tipple with a normal capacity of 200 tons, and a maximum of 300 per hour. The Monongahela River Coal & Coke Co. operates floating coaling plants similar in general plan and equipment to those of the New Orleans Coal Co.

In addition to these coaling facilities, there are five companies handling fuel oil for bunkering purposes on New Orleans harbor front. The Gulf Refining Co. of Louisiana operates a plant with a storage capacity of 4,200,000 gallons at Gretna, across the river from New Orleans, from which oil can be delivered to the ship's bunkers at 800 barrels (42 gallons) an hour. One floating steel wharf in the river accommodates vessels filling with oil. The Texas Oil Co. operates a plant with storage capacity of 150,000 barrels, capable of delivering 1500 barrels an hour into ship's bunkers, at Amesville, across the river from New Orleans.

The Standard Oil Co. of Louisiana has a plant at Chalmette landing, on the New Orleans side of the river and somewhat down stream from the center of the harbor, with a reserve storage capacity of 110,336 barrels of oil. This company operates a fleet of seven wooden barges of 5000 barrels each, and two large steel barges of 18,000 barrels each. This plant has a capacity of 1000 barrels an hour delivery into bunkers. The Mexican Petroleum Corp. operates an oil bunkering plant at Destrahan, 25 miles upstream from New Orleans. This plant handles ships at the wharf and by barge in midstream as desired, and can deliver 1500 barrels an hour into the ship's tanks.

The Sinclair Refining Co., of Louisiana, has the largest plant of all these companies, with a storage capacity of 250,000 barrels, and a delivery capacity of 2500 barrels an hour. This company maintains a fleet of seven tank steamers between Tampico and New Orleans, supplying this station.

All these companies have plants equipped with first-class landing places, with pipe lines and stand-pipes for service direct into the bunkers.

Travels 3,000,000 Miles as Ohio River Pilot

Capt. Edward S. Williamson, Cincinnati, who celebrated his seventy-sixth birthday anniversary on April 12, this year, believes he holds the record for service on the river. For 62 years, 55 of which he was a licensed pilot, he guided boats on the Ohio river, having begun his work on the river at the age of 14. He is now captain of the JOHN S. HUBBARD, which operates between Cincinnati and Louisville.

Captain Williamson has never had an accident and has never been in one, in the more than three score years of his service on the river. He has traveled more than 3,000,000 miles up and down the Ohio river in that period. He was a pilot on the White Collar line for 35 years, making two trips a week between Pomeroy and Cincinnati and averaging 1000 miles a week in this service. For five years he made two trips to Louisville each week. During the Civil war Captain Williamson, protected in a boiler-iron pilot house, guided the gunboat ALICE up the Ohio river when Morgan's raiders were approaching the north.

W. C. DAWSON, Seattle shipping man, has been elected president of the Northwest Waterfront Employers' union. The annual meeting was held at Astoria, Oreg.

To Help Cotton Exports

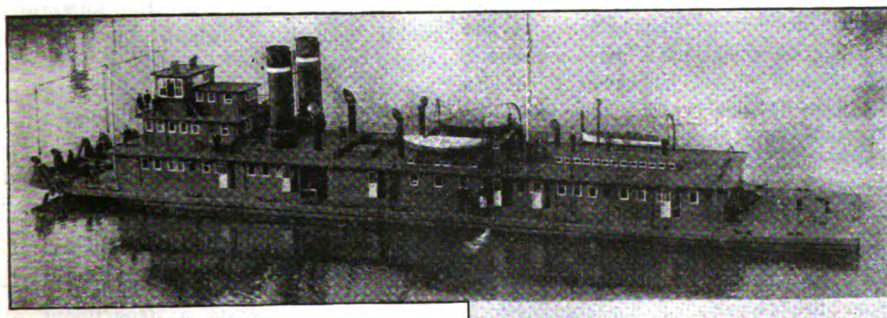
Representatives of the War Finance corporation, the Federal International Banking Co., New Orleans, and the New Orleans branch of the federal reserve bank at Atlanta, Ga., plan to form a corporation to finance the exportation of cotton from New Orleans under the Webb-Pomerene act.

This is regarded as the most significant step taken in formulating an actual practical plan to enable shippers to place the great cotton crop of the United States in the hands of mills of middle Europe and in providing funds for chartering ships to handle this cotton.

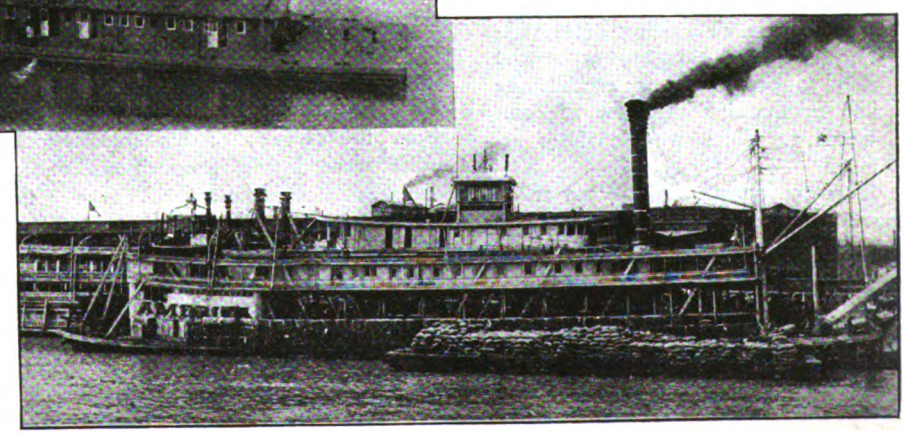
R. S. Hecht, president of the Hibernia Bank & Trust Co., New Orleans, and a director of the Federal International Banking Co., following a meeting at Washington, said:

"Never has the government manifested such profound interest in business as now. We were cordially received by Secretary of State Hughes, Secretary of Commerce Hoover and Secretary of the Treasury Mellon, all of whom showed particular interest in the acute situation confronting southern cotton planters. Under the provisions of the Webb-Pomerene act, corporations are authorized to combine for the purpose of exporting raw materials, which combinations would have been prohibited under the Sherman antitrust law. Although the Edge act was meant to authorize a similar procedure, the Webb-Pomerene act goes still farther and still in no way conflicts with the purpose of the Edge act."

THEODORE PHOTIADES, 82 Wall street, New York, has been appointed general agent for the Levant of the Ottoman-American line, operating a 14-day passenger service between New York and Constantinople, Constanza and Varna, Export Transportation Co., 42 Broadway, managing agent. The Export Transportation Co. operates the Oriole lines from Baltimore and other Atlantic ports.



The river tug NATCHEZ built for use by the government operated lines on the Mississippi and Warrior rivers. These tugs will tow large fleets of barges



Even the river packets have to tie up at docks tandem and unload onto barges. This view shows the Poydras street docks at New Orleans

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Practical U. S. Ship Problems-II

What To Do with New Fleet of Commerce Carriers — How Funds Can Be Provided

BY ROBERT EDWARDS ANNIN

THE backbone of the merchant fleet of any nation is its cargo carriers. For the sake of simplicity we do not here discuss the matter of passenger ships, although of course the same principles will apply to passenger lines, or combined freight and passenger liners.

In the preceding article we considered the two questions "Where are we?" and "Whither are we tending?" The conclusions reached were that we (the American taxpayers) were now, through force of circumstances, owners of the largest commercial fleet in history; and that the trend of recent experience, combined with reasonable foresight, would forbid any disposition of the tonnage which would either place it under foreign flags, or otherwise destroy it as a special instrument to promote our own foreign trade.

In considering these points it appeared that

(a) Actual government operation must prove a failure.
(b) Detailed government direction of private agencies has proved failure.
(c) Sale of the fleet, under present conditions, would mean the waste of all that we have already spent on the experiment; and its abandonment for a generation or more.

Merchant Marine Essential

In his recent message to congress, the President of the United States said:

> I have thought this to be a befitting occasion to give notice that the United States means to establish and maintain a great merchant marine. * * * * It will strengthen American genius and management to have it understood that ours is an abiding determination; because carrying is second only to production in establishing and maintaining the flow of commerce to which we rightfully aspire.

Here the question of "What to do?" seems measurably answered. It is the present purpose to maintain our merchant marine on the seas, giving necessary government encouragement to utilize our advantages, and aid to overcome our inevitable handicaps; until such time as private ownership may be able to maintain and operate the ships without such aid.

This has been, and is likely to be, the policy of all the great maritime nations—to give to merchant ships such support as proves necessary to enable them to keep the seas. Some have given more and some less of such aid, but all who have succeeded have given whatever conditions required.

Seek a Practicable Method

There remains the question of "How to do it".

Having eliminated present sale of the ships; government operation; and detailed government direction of private agencies, only one course now appears feasible. That is to retain ownership of the fleet until our carrying trade is on a more secure foundation and seek a practicable method to ensure responsible, efficient and economical operation.

Under this method, the taxpayers would stand in the position of any shipowner who finds it impracticable to undertake the operation of his own vessels. By bearing this clearly in mind—namely that every taxpayer would stand simply as a part owner—the discussion would be simplified. Such a position is no novelty. Owners, the world over, have profitably occupied it and have evolved out of long experience, the best methods of delegated operation. Hence, we can hardly do better than glance at the practice of experienced private owners, whose sole object has been to obtain the best financial results and to retain effective control of their property, while confiding the actual operation to agents.

Under such conditions, the first thing that a private owner would do with his fleet would be to find out from the records of his ships which units were losing propositions under ordinary circumstances. These he would refuse to keep in commission. He would sell them, when and if opportunity offered, at the best prices obtainable, regardless of cost, because by retaining their ownership, whether they were busy or idle, he would be cutting down his profits or increasing his losses. We are referring now to that class of ship which cannot be operated at a profit in any competitive market, because operation, maintenance and overhead will more than eat up gross revenue.

Having thus selected for operation the ships which promise ultimate profits, the owner selects his agents, choosing them for their standing, experience, ability and responsibility. He keeps close watch of them to see that they are achieving the best results that conditions permit. He strictly and promptly audits their accounts that he may be always in position to judge of the management. He has the ships frequently examined by competent engineers that he may know how they are being maintained and be informed as to their condition. He holds his agents strictly accountable for good management and good judgment. By closely following and comparing the result achieved by each he keeps himself in position to judge intelligently of the honesty and the relative competence of all his agents.

These are safeguards which nonoperating owners place around their property the world over.

Having done this they confide the details of operation to their agents. Selection of voyages, making of charters and freight rates, choice of cargo, the handling of minor repairs, manning and provisioning, purchase of supplies, and the practice of all the numerous small economies which in ordinary times makes the difference between profit and loss, are put up to the agent. If he does not know enough to handle these matters he does not know enough to be an agent, and should be replaced by one more competent.

Learning from Private Owners

Applying these principles to our problem, it suggests a department of allocation, a department of accounting and audits, and a department of engineering, compactly organized, with centralized authority and responsibility in the heads of each, supervising the work of competent agents, operating only efficient ships, *and all under the direction of a great organizer.*

If the owner purposes to remain in

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the business his plan must include more than mere operation, however efficient and however supervised. Ships, like men, are mortal, and have their little day, at the end of which they go to Davy Jones' locker, or the scrap heap. Therefore, the owner who is in the business to stay must include in his scheme a definite plan of replacement.

This will be especially necessary in the case of the shipping board fleet, since so many of the vessels, being hastily built under pressure of emergency, are already unseaworthy. Many more, perhaps it would not be too much to say most of them, will pass out of the profitable class within six or seven years of their launching. Furthermore, many of these ships have received bad treatment. Any ship, especially if her original construction was faulty, can be ruined by overloading, by lack of experienced care, or by straining her in an attempt to achieve a speed for which she was never intended. Some of our ships have been so strained that they will never again be worth running. A badly strained ship is like a foundered horse: you may doctor her but the damage can never be cured. It will appear and reappear in her rising expense bills year by year. Especially will she suffer heavily under stress of weather.

Keeping Ships Efficient

Again, every ship as soon as she is launched, begins to become obsolete; improved ships will follow at her heels. For in this, as in other things, effort is always toward the production of types which will show higher efficiency and greater economy. In the course of five years any ship will be put at a disadvantage by younger and more economical competitors. For this reason, the matter of replacement must be as keenly watched as the matter of operation, if the business is to survive. This question belongs to the owner. He must place it in the hands of experts who are constantly in touch with the results of that experimentation in ship construction, equipment and propulsion, which is always in progress here and abroad.

This suggests that the engineering department be appointed and organized with this duty in view. Its importance can hardly be over-rated. It is almost certain that, ten years from now, few of our present fleet will be workable, and those that remain will be in competition with newer rivals which can show a profit at rates which older ships cannot meet.

The shipping world is already turning with some confidence to the motorship, propelled by internal combustion engines. It is claimed by the advocates of this type that it can accomplish equal results to reciprocating or turbine steam engines on one third the quantity of fuel. It may also be said that such claims have been measurably demonstrated. Not only would such advantage be decisive, other things being even, considering only the saving of fuel cost, but the ship's earning power would be increased by releasing space and lifting capacity for cargo and by greatly increasing her steaming radius.

The "electric-drive" also promises well; and it is possible that these or other types may virtually supplant the marine steam engine at no distant date. The change will at first be slow, but, if present indications prove reliable, fundamental changes in ship propelling equipment will be sure.

Obviously if the policy announced by President Harding is to be carried out, an effective replacement program will be a vital factor in the result.

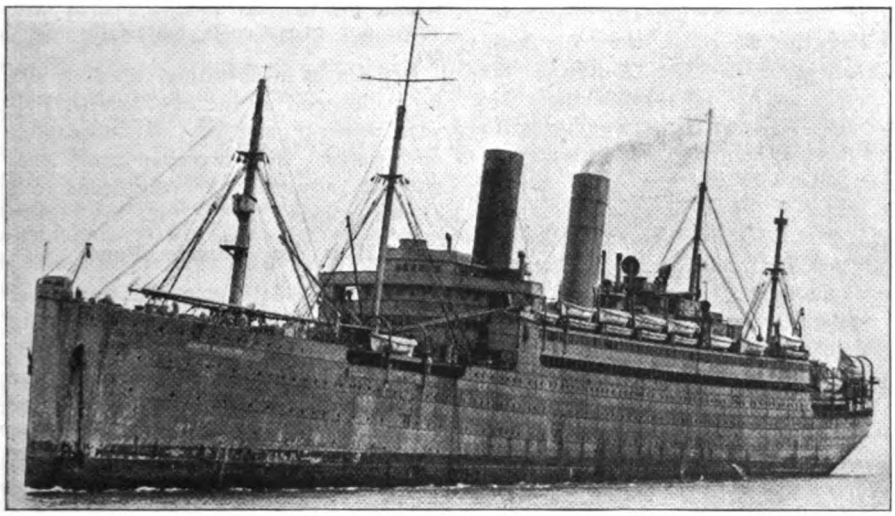
And such a program cannot be formulated too soon.

Separation of Board's Work

When the government board, as supervising agent for owners, has selected those ships which are competent, has so organized as to exact from its operating agents diligence, competence and honesty, there will remain, as an aftermath of war, a mass of wreckage that must be cleared away. The disposal of the rejected ships; the settlement of outstanding accounts; the adjustment of disputes and suits; realizing on property, essential to war conditions but useless in peace, and similar problems will still require solution.

It is argued with some force that these burdens should not be added to the exacting duties of a board charged with responsibility for the active fleet. The weight of intelligent opinion seems to favor committing these matters to a special board charged only with their final disposition. To use a commercial phrase, this plan is to "cut the account",—and, when the operating fleet has been selected, to restrict the functions of the new board to the current situation and development of the future; assigning to a separate

Refit Big American Passenger Liner for Atlantic Service



HUGE REPAIR JOB

The steamship GEORGE WASHINGTON, 27,000 tons, is being reconditioned at the Hoboken, N. J., yard of the Todd Shipyards Corp. for the United States Mail line at a cost of more than $1,000,000. Upon completion, little of the old ship is to be left except hull, engines and some mechanical devices. Refitted, the ship is to possess the attractive features of the best known vessels in the Atlantic service and will provide stateroom accommodations for 3003 passengers. A motion picture theater, a day and night cafeteria and a tourist bureau are among the features being added. The theater is to have a capacity of 300 persons. The ship is to be colonial in its furnishings and decorations.

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agency the problems of the past. The losses of the war period would be written off to war costs.

This plan is of course debatable; but it is hard to see how we can arrive at any intelligible results, regarding the peacetime cost, value and efficiency of the fleet, unless the inevitable wartime waste be first separated and put behind us.

As to the active fleet, details of operation would be placed upon the chosen operators. They would be held responsible for obtaining results as favorable as market conditions should permit; and they would be given authority commensurate with their responsibility.

There is no commercial business where prompt decision and resultant action are more essential; or where doubt, delay, and debate are more ruinous. The freight market changes from day to day—sometimes from hour to hour. Every hour of a ship's time costs money; prompt action is vital in case of casualty, accident or disaster. It results that an operator who lacks authority is heavily handicapped in competition with rivals who will act while he is debating with his owners.

The American public should not embark on this enterprise without realizing that it will be a losing one for several years at least. The freights ruling from 1915 to 1920 were without precedent in history and will not occur again in this generation, barring another such calamity as the World War. Today we are facing the reflux of six years' inflation.

Nor can we reasonably expect any sudden return to a normal paying market. Present conditions spring from causes too deep and widespread to be quickly overcome or rectified. To prophesy as to the return of prosperity in international trade would be mere guessing. But this we know: The last great depression in freights, following the inflation of the Spanish-American and Boer-English wars, lasted from 1902 to 1909. The present crash has been more sudden and, relatively to costs, more violent. We may, therefore, hope that the bottom has been more quickly reached, and that the upward trend may be nearer than existing sentiment would indicate. But he would be an optimist indeed who would predict a paying market in ocean freights in less than three years. The improvement will be slow and is likely to be the result of reductions in cost, more than of any sustained advance in rates to much above current levels.

Hence the American taxpayer, regarded as a shipowner, is face to face with the question of financing his fleet.

From 1915 to 1920, any man with ordinary common sense and moderate credit could make money out of ships. Experienced firms who were among the last to take the immense risks of the war market wrote their ships down out of profits as they accrued. Many of these now carry their tonnage on their books at a merely nominal figure. Others got out while the getting out was good. In the present market all others are, in colloquial phrase, "stung". No prophet would risk much in asserting that this generation will not again see tonnage at $100 per deadweight ton. New tramps can today be built in England at £11 per ton; and it is asserted that German builders bid 25 per cent less. The pound is today worth under $4.

Shipping is peculiarly subject to violent changes. The wise owner accumulates from profits, a reserve fund to carry him over in times of depression. Failing this he must carry his losses out of capital. The American taxpayer is in no different position. Not having laid aside a reserve during the war period, he must help to carry his enterprise over the lean years ahead—or quit.

In discussing this branch of the subject two vital considerations should be borne in mind.

Our general wage level being higher than that of any competitor, our operating costs are necessarily in excess of theirs. This works not only directly, in wages, subsistence, equipment and repairs, but indirectly affects every expense; since, in the last analysis, wages and service are enormously the largest factors in all costs.

Again our laws, passed since the civil war, and framed with a view to protect our ocean commerce, have not only proved ineffective for that purpose, but have placed restrictions upon the operation of American deep-sea tonnage, which constitute a heavy handicap to the American ship.

Inequality of Costs

To illustrate: Based on present exchange rates, the monthly payrolls of an American ship of 8800 tons deadweight capacity have compared as follows with that of three competitors: American $5315, Japanese $2869, British $3151, Norwegian $2080. These figures are not exact today, but are sufficiently so for our purpose. As the low levels of British and Norwegian costs are, in large part, due to depreciated exchange, the fairest comparison can just now be made with the Japanese, who also are on a good basis. American subsistence must be reckoned now at not under $1 per man per day; Japanese at 50 cents. Allowing for a larger crew on the Japanese ship, wages and subsistence for a 2-months voyage would compare as follows:

Wages	$10,630	$5738
Subsistence	2880	1770
	$13,510	$7508

Under these conditions, the Japanese ship could make $6000 over operating expense, the American would come out even; or when the Japanese came out even the American would loose $6000. Furthermore most of this difference is due to causes beyond the reach of legislation.

Here then it seems impossible to escape two conclusions:

(a) For the period of depressed freights, the loss of American owners will be, pro rata, larger than those of their keenest competitors.

(b) The general level of American wages for a long time to come will make our gross costs materially higher.

Deficiences in operating expense must be made good as the bills accrue. Private owners must pay out of capital or surplus. The taxpayer must prepare in advance to make good out of his pocket.

How To Provide Funds

Any proposal to meet this by direct subsidy would be not only politically hazardous, but might prove impossible. The name of subsidy has a bad odor in American nostrils. Either on a per ton or a mileage basis it is subject to too many abuses which are too easily concealed. France tried the mileage subsidy for some years and found it both slightly expensive and utterly ineffective. Our own experience with subsidies will not encourage the adoption of this method of meeting the situation.

If we must pay for our fleet, the people will demand that payment be made by such methods as will confine taxation to actual needs; and they should know from time to time the rate of loss and the total expense incurred on this particular account.

The most promising suggestion made, seems to be that the expense of carrying the fleet during the bad times should be handled along the lines provided in the Spooner act for financing the Panama canal. Section 8 of that act provides in part:

That the secretary is hereby authorized to borrow on the credit of the United States from time to time, as the proceeds may be required to defray expenditures authorized by this act (such proceeds when received), the sum of $130,000,000, or so much thereof

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as may be necessary; and to prepare and issue therefor coupon or registered bonds of the United States in such form as he may prescribe, and in denominations of $20 or some multiple of that sum, redeemable in gold coin at the pleasure of the United States after 10 years from the date of their issue, and payable 30 years from such date, and bearing interest payable quarterly in gold coin at the rate of 2 per centum per annum; and the bonds herein authorized shall be exempt from all taxes or duties of the United States, as well as from taxation in any form by or under state, municipal, or local authority.

This was the financial basis of a great enterprise which was successfully worked out for the promotion of our national defense and encouragement of our foreign commerce. At this juncture it is most interesting, as possibly pointing out the best method of financing the formative period of our merchant marine. which is aimed at precisely the same objects.

The limitations of the act as to amount of issue, denomination of bonds, rate of interest and dates of maturity were of course adjusted to the enterprise contemplated, and the conditions of the time. The points to be noted are that principal and interest were to be guaranteed by the government; that the bonds were to be issued only as required; and that the proceeds could be applied only to the stated purpose.

Winning National Attention

If our merchant marine is to be established and, for the present, maintained by government aid, this method seems worthy of careful consideration. It would restrict taxation to actual needs; call for the money only when required; keep the taxpayers informed as to the cost; and afford a constant and progressive basis for judging as to the worth of the game, and the cost of the candle. As compared with the Panama canal it would have this advantage, after reasonable trial.

Another benefit, not to be easily expressed in dollars and cents, would be this: The distribution of maritime bonds among the small investors of the United States, would serve to spread among our people a knowledge of, and an interest in, our ocean carrying trade. This has been woefully lacking during the decades in which our internal development has attracted the energy and enterprise of our people, and diverted them from the activities of the seven seas.

This suggests bonds of low denomination maturing not over 12 years from date of issue, taxable, and bearing a rate of interest which would attract small investors. Low interest, long maturity and exemption from taxation, would tend to drive the bonds into the hands of special interests.

The bonds could be of a special issue, designated and introduced to small investors as American merchant marine bonds, so that each bondholder would feel a personal interest in the success of the enterprise.

This, or some other policy calculated to meet the situation as it stands is now badly needed. No plan is likely to be as costly as a policy of drifting.

(To be continued)

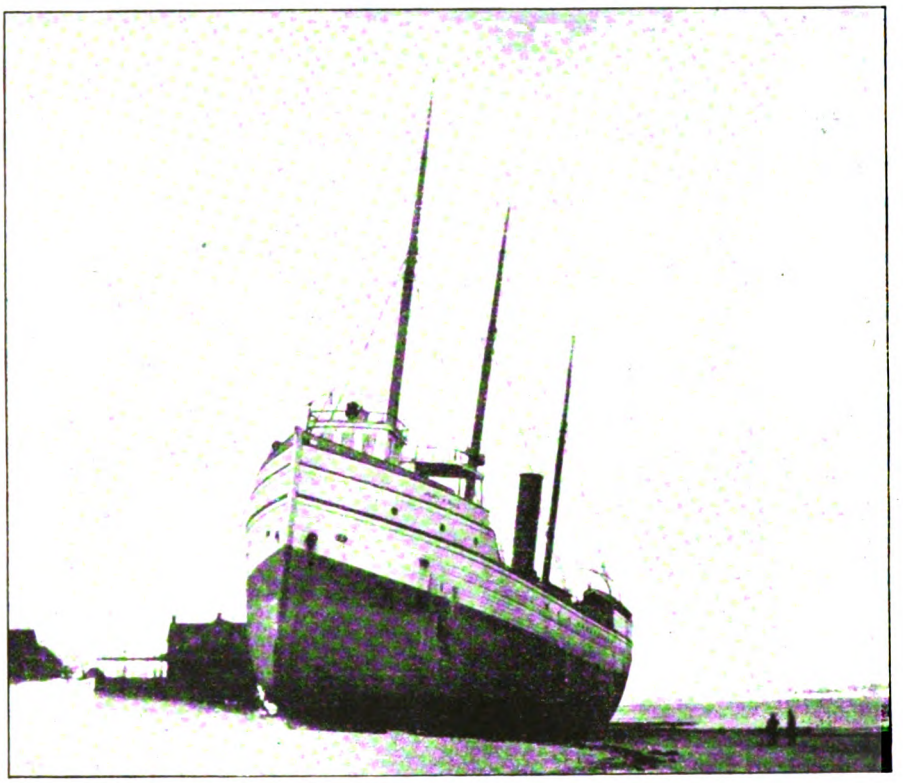
Beach Ship Without Harm

Present-day interest taken in the construction and stability of wooden vessels recalls an unusual incident that happened 21 years ago. A wooden cargo carrier piled up on a sandy beach during a terrible hurricane that swept the Atlantic seaboard in November, 1898. The vessel in question was the JOHN J. HILL, built on the Great Lakes for coast service by Morley Bros. & Co., Marine City, Mich. She was 178 feet long, 40 feet beam with 17 feet depth of hold. Her engines were fore and aft compound with cylinders 20 and 40 inches diameter and 36-inch stroke.

The JOHN J. HILL went ashore at Quincy, Mass., on Nov. 27, 1898, piling up on the beach without much structural damage, Captain McClain and crew of 12 getting ashore without difficulty. This ship was bound from New York for Hillsboro, N. S., having come to the coast via the Erie canal, her hailing port being Marine City, Mich. On Nov. 26, with the weather becoming unsettled, the HILL left Vineyard Haven, and steamed toward her destination. Having rounded Cape Cod with conditions none of the best, Captain McClain decided to haul up for Boston and, accordingly, crossed the bay and anchored in Nantaskte roads, in the lower harbor.

The wind freshened from the east and the HILL dropped two anchors. Early the following morning her chains parted. The shores of Quincy bay, with the wind east, was under the ship's lee. It is apparent that the HILL drove between Peddock's and Rainsford islands, just escaped piling up on Sunken ledge midway in the West gut, avoided Hangman's island in a smother of snow and plowed through mud flats exposed at mean low water and brought up on the beach, where there was not sufficient sea even to cause her to pound badly. A deeper vessel than the HILL would have struck, no doubt, on Sculpin ledge, a reef that makes out from Long island.

Capt. R. L. Lavender, a Boston port warden, distinctly recalls that the gale struck in from the east, backing to northeast before developing hurricane proportions. The HILL could not have drifted to Quincy with wind northeast.



LAKE-BUILT WOODEN VESSEL WHICH PILED UP ON A SANDY BEACH DURING A HURRICANE WITHOUT BEING DAMAGED

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Bits From the Log of Progress

Events of Interest to Those Engaged in Operating, Constructing and Outfitting Yards and Ships

THE Merchant Shipbuilding Corp., Chester, Pa., is to branch out in general engineering lines, steel construction, manufacturing and plant equipment machinery and machine work, railroad equipment and material and plate shop work. This will be in addition to the general shipbuilding business now conducted, including ship conversion and repair work. The yard is equipped for extensive work along these lines. Ships up to 15,000 deadweight tons capacity are being built. Every facility is available for converting previously built steamships to diesel motor ships, electric driven or geared turbine drive.

* * *

THE 22,600-TON AMERICA, ex-German liner AMERIKA, is being reconditioned by the Morse Dry Dock & Repair Co., Brooklyn, and will be the first of the largest steamships of the U. S. Mail line to be placed in service. This is one of the largest reconditioning jobs to be undertaken in many months and is expected to be completed in 53 days. The AMERIKA, which is expected to go into the transatlantic service some time in June, will be fitted to carry about 450 first class and 3000 third class passengers. The third class staterooms will be of the removable type in order that all the below deckspace can be utilized for cargo when occasion demands. She is the fifth former German steamer to be reconditioned by the Morse company.

* * *

THE MEARS-RICHARDSON-BRIGGS Co., Payne avenue and Twenty-first street, Cleveland, is the firm name of a new national advertising and merchandising organization which has been formed by Charles W. Mears, W. E. Richardson and Ralph E. Briggs. Charles W. Mears, who formerly was publicity manager of the Winton Co., Cleveland, is president of the Cleveland Advertising club and ranks among the leading authorities on advertising practices. William E. Richardson formerly was vice president of Lord & Thomas, Chicago, and Ralph E. Briggs is a former magazine publisher and account executive in the advertising agency field.

* * *

THE SEATTLE port commission has filed with the Washington state public service commission a new tariff eliminating wharfage and handling charges of 25 cents on import and 30 cents on export shipments. It also absorbs handling charges of 65 cents each way on import and export shipments.

* * *

DAVID RODGERS, Seattle shipbuilder, has bought the floating drydock and equipment of the old Seattle Dry Dock Co. at Seattle, for a marine repair plant which he expects to expand.

* * *

A SURVEY having shown that wooden ships owned by the United States shipping board are not suitable for lightships and tenders, the commission of lighthouses intends to ask congress for $4,000,000 for the construction of 17 such ships.

* * *

THE NUMBER of sea-going American ships, of 500 gross tons or more, exclusive of shipping board vessels, was 1913 on March 1. These had a combined gross tonnage of 5,057,856, the number being two less than on Feb. 1, but the tonnage 43,193 greater. In addition, the shipping board owned 1763 vessels of 7,724,573 tons. Both privately owned and shipping board vessels on March 1 totaled 3676 of 12,782,429 gross tons. Of the total, 2494 ships of 10,984,693 tons were steel, 1012 of which, with 4,011,592 tons, were privately owned.

* * *

THE SHIPPING board has awarded the Todd Shipyards Corp. the contract for the replacement of the war emergency gearing with turbine electric drive on the INDEPENDENCE. The work, to be done at Todd's Tebo Yacht basin in Brooklyn, is to cost $60,000 and be completed in 12 months.

* * *

THE VON STEUBEN, ex-German liner KRONPRINZ WILHELM, and famous navy transport, has been tied up with idle shipping board craft at the Hog Island docks.

* *

GRANT-SMITH & Co., Seattle, have been awarded a contract by the port of Portland for the moorings for a new drydock. The bid was $87,273. The port commission gave the St. Helens Shipbuilding Co. and the Portland Shipbuilding Co. each a contract for two fuel scows to cost $12,000 apiece. The Portland Marine Ways & Boat Co. is to build the port a donkey engine scow.

* * *

THE HUDSON Bay Co. has ordered two 35-foot schooners and two each of 45-foot length, from the British Columbia Marine Engineering & Shipping Co., Vancouver, B. C.

* * *

FIGURES COMPILED by the bureau of navigation, department of commerce, show that in the year ended March 31, 1921, vessels numbering 1633 of 2,552,653 gross tons were built in the United States and officially numbered. These compare with 2335 vessels of 4,224,980 tons built and numbered in the year ended March 31, 1920. In the first quarter of this year 84 seagoing ships of 463,242 tons were built.

* *

THE UNITED States Salvage association has been incorporated under New York laws by the American Marine Syndicates. The capitalization is fixed at $10,000. Charles R. Page, a former member of the United States shipping board, heads the new association, which is not expected to function for several months. Establishment of the association, which is patterned after the London Salvage association, is assured by $1,000,000 now available. It is planned to place agents throughout the world.

* *

THE GENERAL Steamship Corp. has announced establishment of a new service to Mexico and Central America, to be operated in conjunction with the company's South American service. The new service will operate out of San Francisco with ports of call at Mazatlan, Manzanillo, Salina Cruz, Champerico, San Jose de Guatemala, Acajutla, La Union, Corinto, Punta Arenas Balbao, Buenaventura and Guayaquil.

* * *

THE UNITED States customs service has prohibited use of the word "Nippon" in the marking of goods imported from Japan, the order becoming effective Sept. 1. Nippon in Japanese means Japan and the customs regulation requires markings be made in English.

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Francis R. Mayer

Steps to the Front in Marine Activities in Creating U. S. Mail

Yachtsman Becomes Directing Head of New Company Operating Big Fleet of American Vessels—Realizes Ambition To Develop Line Under American Flag To Compete in Transatlantic Trade

BY V. G. IDEN

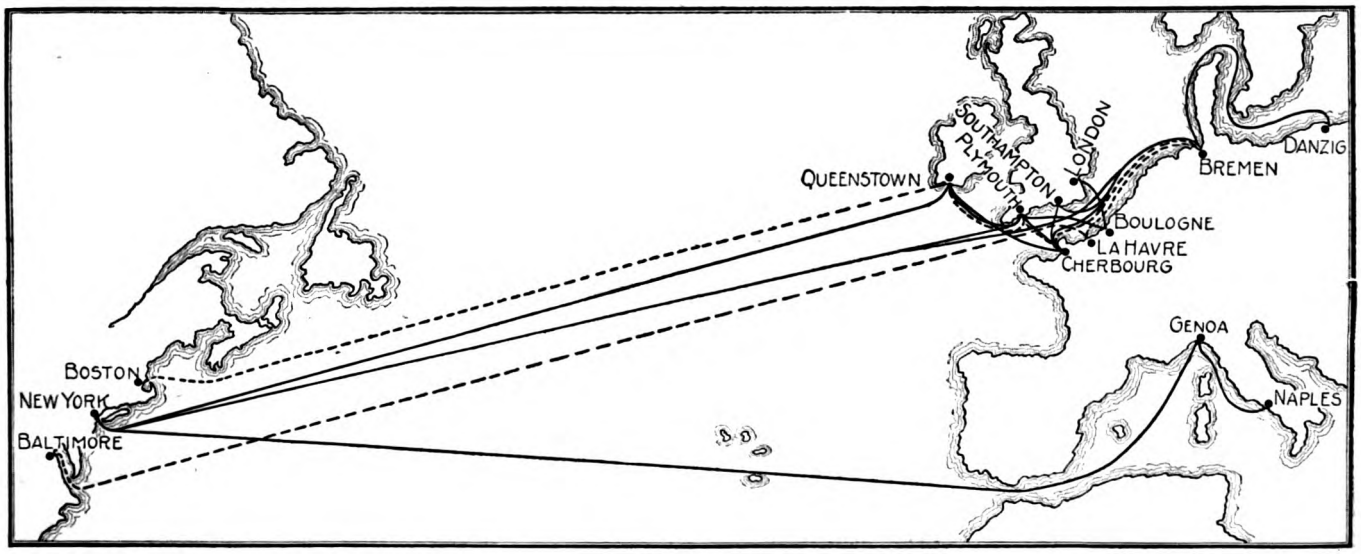
FRANCIS R. MAYER

Who in six years has developed an idea into practical form. In that time he has built up the U. S. Mail Steamship Co. into one of the largest units operating American flag vessels

OLD-LINE steamship men are cognizant of, but at the same time they are puzzled over, the creation of the U. S. Mail Steamship Co., which came into being after the war with the aggressive backing of the shipping board. This is the line which with one stroke of the pen contracted to take over the bulk of the ex-enemy passenger tonnage and operate it all under one house flag in the transatlantic trade. The total fleet which was acquired under this contract numbers 15 ships. The U. S. Mail line today is operating only seven transatlantic passenger liners with two more, the GEORGE WASHINGTON and AMERICA, to be in commission within a few weeks. Of the seven, four are chartered vessels. The remainder of its chartered fleet awaits reconditioning for service with prospects for the success of the undertaking undiminished.

Such an undertaking as this, involving in all some 200,000 gross tons of shipping, would normally command unprecedented interest. Conditions surrounding the transaction, however, have been popularly conceived to have been concealed in secrecy and so much misunderstanding that questions are still frequently heard. It was with the intention of clearing up all this alleged mystery that MARINE REVIEW made a careful investigation and went to the fountain-source for its information.

The U. S. Mail Steamship Co. was chartered in 1919 with a capital stock issue of 200,000 shares of no par value. All this stock is tightly held, none of it being offered for sale in the market. The ownership of the company lies with Francis R. Mayer and his father. Charles Mayer is the father and two other sons, Carlos and Juan, are associated with the management. The directing head of



TRANSATLANTIC ROUTES NOW COVERED BY U. S. MAIL LINE STEAMERS

Solid lines show routes on which ships are now operated and are (1) New York-Plymouth and Cherbourg, to Bremen, returning via Southampton, Cherbourg and Queenstown; (2) New York-Queenstown, Plymouth, Boulogne and London; (3) New York-Bremen and Danzig, and (4) New York-Genoa and Naples. Broken lines show routes on which steamers will be operated and are (1) Boston-Queenstown, Plymouth, Cherbourg and Bremen, and (2) Baltimore-Havre and Bremen

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this group, however, is recognized to be Francis R. or "Captain" Mayer, as he is most frequently called, due to his interest in yachting and his ownership of private yachts. Captain Mayer is a human dynamo. His greatest success has come since 1914.

Francis R. Mayer was born in Philadelphia in 1880, but received his education by private tutors and at Christ Church, Oxford, England. He received the degree of M. A., Oxon. While typically an American, his associations have brought him into contact with many types, varying from the nobility of Europe to the hospitable and warm friendships of southern aristocracy. He served in the Virginia National Guard and was subsequently commissioned a major in the Tennessee National Guard. Captain Mayer also served as military secretary to General Wilson, who represented the army of the United States at the coronation of King Edward VII.

Fond of Yachting

Between 1906 and 1915, Captain Mayer was engaged largely in the financing and management of public works and utilities, both at home and in foreign countries. His various activities brought him a wide acquaintanceship. For a number of years he has been keenly interested in yachting and his schooner, NORSEMAN, was well known in Great Britain and on the continent. He is commodore of the Atlantic Yacht club and is one of the advisory committee to King Albert of Belgium in connection with the forthcoming yacht race to Ostend in July of this year. Captain Mayer's present yacht, UNDAUNTED, is the largest and one of the fastest sailing yachts in the world.

Captain Mayer is not a seeker after publicity and an interview with him is a rarity. This is one of the notable characteristics of the man. He has a ruddy complexion and is immaculately groomed. His hair is gray and his eyes are gray but that coloring does not in the least detract from his vigor. During our interview he smoked a cigarette as though he enjoyed it and talked frankly and to the point. And, unlike many men of tremendous affairs, he did most of the talking.

Fitted by Experience

The manner of the man is a happy mixture of southern hospitality and northern aggressiveness. I had heard much of his warm entertainments aboard his yacht and after meeting him can easily realize why those entertainments are successful. His office in the Equitable building in New York affords an admirable setting for his personality. The walls are gray and silver-blue draperies decorate the windows. A luxurious Oriental rug covers the floor. The furniture of this office is somewhat out of the ordinary for a business man. The chairs and settee are upholstered in tapestry of striking design. Captain Mayer sits behind a huge desk. All the furniture is hand-carved mahogany. One of the most notable features of the decorations is a huge glass case supported on hand-carved mahogany legs containing the model of a 6-mast schooner. Captain Mayer evidently loves the sailing vessel, as numerous rare colored prints of these vessels adorn the walls of his office. In the corner to the right of him reposes a large supported globe.

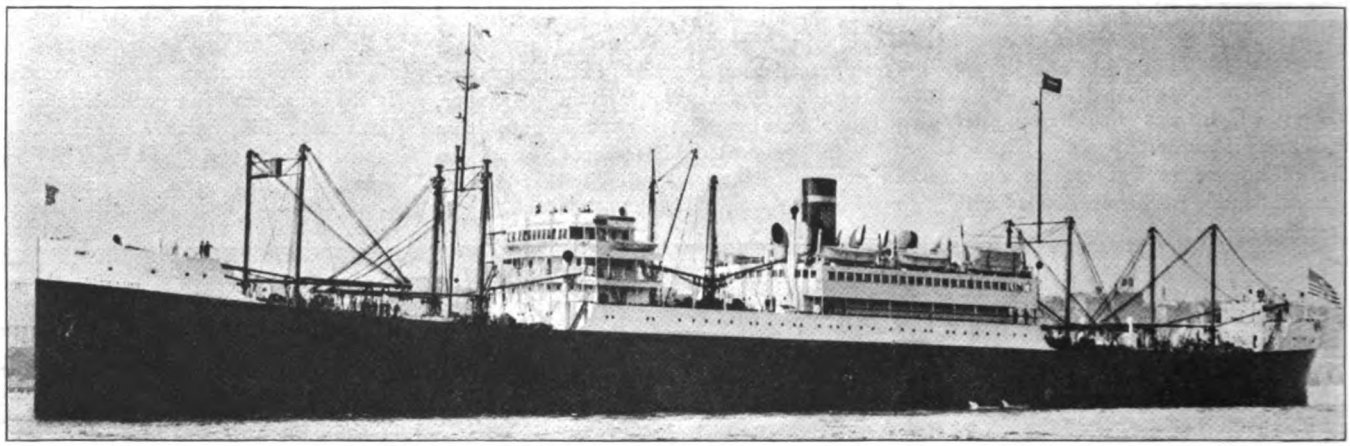
On the desk and filling the large table along the wall are masses of books and papers. Prominent among these were treaties on the foreign relations of the United States. Such paraphernalia may be considered inconsequential by some, but they have a most important bearing upon the great shipping enterprise which is being undertaken. The picture of Captain Mayer would be incomplete without them, and Captain Mayer is the U. S. Mail line.

"Passenger ships are the dominating spirit of any nation's merchant marine," he began once the preliminaries of the introduction were over. "The men who buy and sell in international trade are the men who travel on ships. If we get these men to travel on our ships and if we can demonstrate to them while they are aboard our ships that we can give them service, make them feel as though they are our honored guests, they will be predisposed to give us favorable consideration when we send an agent around to their offices to solicit their freight business."

Why Line Was Aided

In that concise way, Captain Mayer defined what all successful steamship men are wont to say, namely, that the success of their business is dependent upon the friends they make. But in the creation of the U. S. Mail line it was planned to create a typical American passenger line, one that was undominated by foreign money or foreign influence. It was hoped to create an outstanding example of Americanism in shipping, around which would be grouped the various smaller companies and lines operating shipping board tonnage in various routes.

Therein is uncovered the prime reason the shipping board agreed to charter the ex-enemy passenger fleet to the U. S. Mail. Anyone at all versed in affairs at Washington can readily see why the shipping board welcomed the offer of the U. S. Mail line. Congress has been flooded with reports designed to show that some great shipping companies, housed in New York, are actually foreign controlled although nominally American.



AMERICAN PASSENGER LINER OLD NORTH STATE WHICH IS OPERATING IN THE NEW YORK-LONDON SERVICE IN CONJUNCTION WITH THE LINER PANHANDLE STATE

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It was thought preferable not to turn to any of these established agencies as such old companies were not thought to be sufficiently permeated with the new shipping spirit in America; they were not regarded as sufficiently in sympathy with what the shipping board was desirous of bringing about. Furthermore it was evidently thought that should any new company be started in the old way, by selling stock to the public, it would be a comparatively easy matter for foreign money to step into the market and buy up such stock gradually.

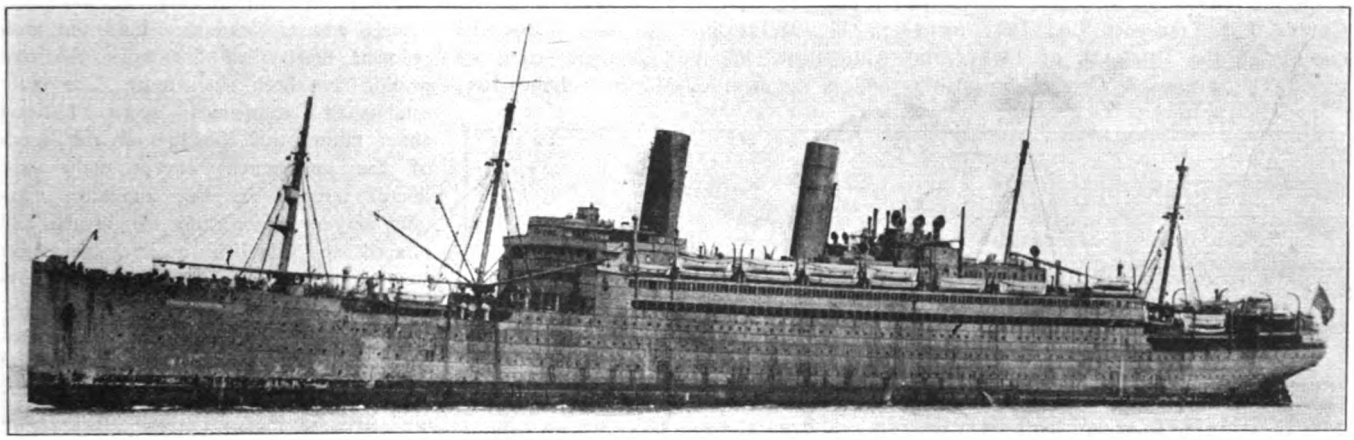
Little was said regarding the reasons why the shipping board pinned so much faith to the U. S. Mail line. It was desirable to let results speak for themselves, and that is the reason why today so little is known of the purposes of the U. S. Mail line and its ambitions.

When Captain Mayer placed his proposal before the shipping board to create a new company, all the stock of which would be held tightly and not offered on the open market, it was necessary for him to submit to the closest scrutiny by the credit department of the Emergency Fleet corporation. That scrutiny was eminently successful as Captain Mayer was able to prove beyond a doubt that he had ample financial backing. Some say this backing amounts to from $12,000,000 to $20,000,000.

It was the war that gave Captain Mayer his opportunity to break into the shipping business. Then the Mayers came together in one common endeavor. The firm of Mayer & Lage, Inc., was organized with headquarters in New York. Carlos Mayer was associated with this enterprise. This company was commissioned by the French government to represent it in the purchase and export of various commodities.

The purchase and sale of war supplies rapidly brought the Mayers into the shipping business. In 1915, the France & Canada Steamship Co., Ltd., a Canadian corporation, was organized. It was engaged in handling general cargoes and livestock. Francis R. Mayer was president of this company. At this time, the United States was neutral and Captain Mayer conducted his business through Canada that he might have full protection for his undertakings.

The business was carried on largely from Montreal, Quebec and St. John, with St. Nazaire and Brest the principal terminals on the other side. Marseilles, and occasionally La Pallice and Bordeaux were also used. During the course of these operations the France & Canada line transported successfully more than 200,000 American horses for the use of the French armies. These animals were concentrated at remount camps, and at various times as many as 18 ships were devoted exclusively to this kind of transportation. This phase of Captain Mayer's work was necessarily concealed in great secrecy, as he was working in close harmony with the French government, and it was because of this secrecy that there is today a considerable ignorance with respect to the causes which brought this shipping leader so rapidly to the front.



AMERICAN PASSENGER LINER GEORGE WASHINGTON WHICH WILL RETURN TO SERVICE JULY 30 AFTER RECONDITIONING AS ONE OF THE WORLD'S FINEST PASSENGER SHIPS

Survives Keen Competition

"People say that I made $12,000,000 selling horses to the French government," said Captain Mayer, with a smile. "As a matter of fact we did not make money on those horses. There was too much competition. Others seeing us engaging in this business on a large scale presumed that we were making money and went to the French government and began cutting prices. We sold at those cut prices, but we were selling at less than cost. It worked out just as we had forecast; before long all our competitors were bankrupt and we had the horse trade to ourselves. It was at that point, when we expected to conduct the business on a more profitable basis, that the armistice came and the work was over.

"We did make profits, however, but not from horses. Our freight business was highly successful and that was profitable to us. Why, do you know, at times we had from 8000 to 9000 horses at sea without insurance cover, and the French government paid us only for the horses we delivered safely on the other side? We stood the loss on every horse that died on the journey.

"But we sold other things besides horses. In all we did approximately $100,000,000 worth of business with the French government. That included the sale and transportation of some 200,000 horses."

Instead of selling horses to France at $285 apiece, which price represented a moderate profit, but a profit upon which it was necessary to gamble, competition forced the price down to $250 and $235 a head. Insurance companies refused to write insurance on these cargoes except at prohibitive rates and France was paying only for the delivered animals. American dealers took the chance and shipped these precious but uninsured cargoes daily through the submarine-infested zones.

"We began our business from New York," Captain Mayer continued, "but soon this harbor was so crowded that we were hampered in our operations. It was then that we moved to Boston and continued operations. Of course, in 1917, when the United States entered the war our efforts were largely nullified."

When the United States became a belligerent, it became unnecessary to maintain a Canadian branch. Consequently, in 1917, Captain Mayer organized under the laws of the state of New York the France & Canada Steamship Corp. The pressure of getting

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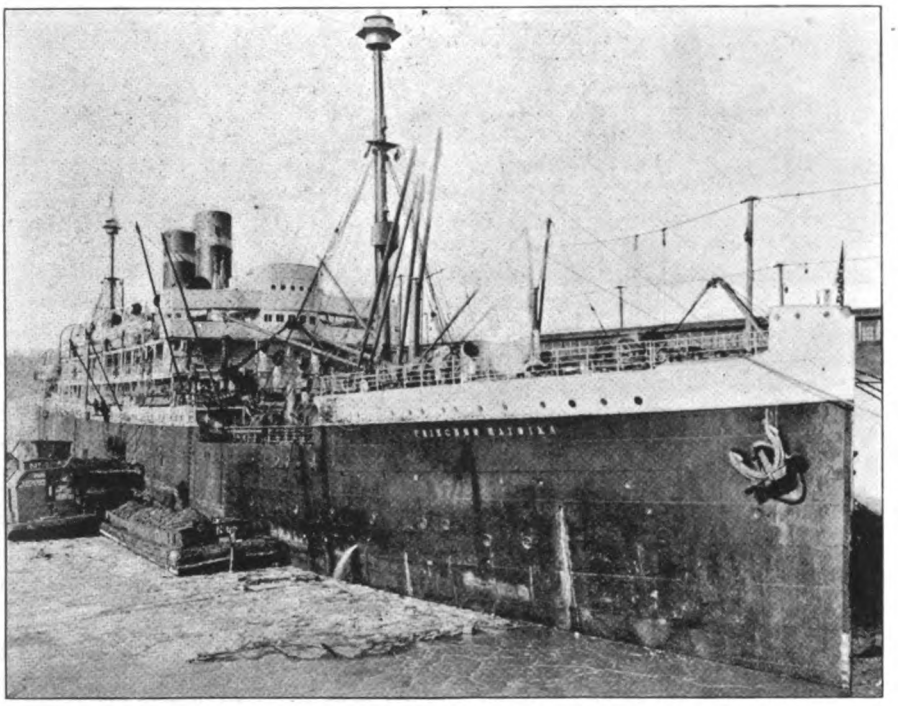
supplies to France via private channels was lessened and the New York corporation set about immediately to do a more general shipping business. Refrigerator ships were acquired and European supplies continued to flow out. The France & Canada line entered into a general shipping business. It entered the Boston market and purchased sailing vessels. It had several built. The WYOMING, one of the largest and fastest sailing ships afloat, is its property.

The records show that the France & Canada Oil Transport Co., Inc., owns one vessel, the DURHAM, of 1433 gross tons. The France & Canada Steamship Corp. owns the schooners CAMILLA MAY PAGE, 688 gross tons; CORA F. CRESSY, 2499 gross tons; DOROTHY PALMER, 2872 gross tons; GOVERNOR BROOKS, 2628 gross tons; MARTHA P. SMALL, 2178 gross tons; OAKLEY C. CURTIS, 2374 gross tons; SINGLETON PALMER, 2859 gross tons, and the WYOMING, 3703 gross tons. In addition this company owns the schooner barges ULAK, 2323 gross tons, and WINAPIE, 2411 gross tons.



AMERICAN STEAMER PRINCESS MATOIKA WHICH DOUBLES WITH THE S. S. POCAHONTAS IN THE NEW YORK-NAPLES-GENOA SERVICE
SHE IS OF 11,000 GROSS TONS

Building Up a Business

Following the war, the line continued in the general shipping business, operating its own and shipping board tonnage. Cargoes were booked for practically all the prime ports of the world, especially between the United States and Europe and South America. Coal, cotton and foodstuffs and other supplies were transported across the Atlantic. The company's ships were also engaged in carrying general merchandise and bulk cargoes to and from South American ports. At one time, the company was operating as many as 70 vessels. It established offices in Boston, Philadelphia, Baltimore and Norfolk.

Active in Oil Trade

Of the New York company, Francis R. Mayer is president and Carlos Mayer is vice president and European manager. S. H. McIntosh, who was associated with them in the Canadian company and in the firm of Mayer & Lage, Inc., fills the post of secretary and treasurer.

Captain Mayer has other interests which are separate and distinct from the U. S. Mail line operations. There is the Swiftsure Oil Co. This company owns oil lands in Mexico and has contracts to transport oil from Mexico to the Atlantic coasts of the United States and France. But in this undertaking, Captain Mayer has other associates. The Old Colony Trust Co., Boston, and Peabody, Houghteling & Co., Chicago, are jointly associated with him in the oil business. It is today one of the most profitable undertakings he has. The company has let contracts for seven tankers, which are now either completed or building. All of these tankers are to measure 12,400 deadweight tons. The first, the SWIFTSURE, was delivered early this year by the Northwest Bridge & Iron Co., Portland, Oreg. and brought around from the builder's yard on the Pacific coast through the Panama canal and put into service. The other tankers are being delivered ahead of schedule and all soon will be in service.

The armistice left the United States with a large tonnage of passenger ships and with few steamship organizations capable of handling them profitably. Most of these passenger boats were ex-enemy vessels which had been hurriedly converted into troop ships for the war department. At that time, the cost of reconversion into commercial passenger vessels was tremendous. Had the government undertaken the work the cost would have been even more. The older established companies were hesitant about taking this tonnage off the hands of the government except upon very liberal terms. At this juncture, Captain Mayer rushed into the breach and offered to establish a new passenger steamship company and take the government tonnage.

"We early saw," said Captain Mayer, "that the end of the war meant that our business would end. It was desirable that we take advantage of the new conditions, continue along the line we had been going and attempt to branch out still further. Our activities having been so largely in shipping, we sought to continue along that line but upon a peace time basis. That consideration led us up to the point of making an offer to the shipping board to create a dominating transatlantic passenger line using the vessels captured from our erstwhile enemies."

Takes Over Lines

Under the terms of the agreement entered into with the shipping board, the U. S. Mail line chartered 15 of the ex-enemy passenger ships. This contract provided that the line pay the shipping board $3.50 per net registered ton per month charter hire on the vessels, and also recondition the vessels at its own expense. The charters run for five years, after which the line will have the first chance to purchase the vessels. In case of purchase, the amount expended for reconditioning will be deducted from the purchase price, minus depreciation at the rate of 7½ per cent per annum. If a purchase agreement is not reached, the amount spent for reconditioning will be returned in cash.

"We staked our personal fortune on that contract," explained Captain Mayer. "We foresaw that we would either make a profit on the undertaking if we succeeded or we would lose all. No public money is involved in that risk. We have asked no outside investors to share the risk with us."

The tonnage contracted for by the

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U. S. Mail line embraces the following ships:

	Gross tons
George Washington	25,570
America, ex-Amerika	22,621
Mt. Vernon, ex-Kronprinzessin Cecilie	19,503
Agamemnon, ex-Kaiser Wilhelm II	19,361
President Grant	18,072
Nansemond, ex-Pennsylvania	13,333
Aeolus, ex-Grosser Kurfurst	13,102
Princess Matoika, ex-Prinzess Alice	10,981
Pocahontas, ex-Prinzess Irene	10,893
Huron, ex-Friedrich der Grosse	10,771
Susquehanna, ex-Rhein	10,058
Potomac, ex-Antigone, ex-Neckar	9835
Madawaska, ex-Koenig Wilhelm II	9410
Freedom, ex-Wittekind	7500
Amphion, ex-Koln	7409

Of these vessels, the Aeolus and the Huron were under allocation to the Munson line for the South American service and naturally it has been impossible to turn them over to the U. S. Mail line until substitute vessels can be found for the Munson Steamship Co. To date, only the Pocahontas, Susquehanna, Princess Matoika and the Potomac have been taken over. These vessels have second and third class passenger accommodations. The Princess Matoika and the Pocahontas have been operated out of New York for Naples and Genoa. It is the intention of the U. S. Mail line to make Boston the home port for these vessels in the future. The Susquehanna and the Potomac are being operated out of New York for Bremen and Danzig. To this run, has recently been added the Hudson, ex-New Rochelle, formerly the German Hamburg, a vessel originally allocated the Baltic Steamship Co. The U. S. Mail line has not chartered the Hudson but has merely accepted the vessel on allocation from the shipping board. On June 22 and July 30, respectively, the company will place in commission the America and the George Washington, which are now being reconditioned and redecorated in such a manner as to make them compare favorably with the best on the Atlantic.

Aims to Popularize Ships

The shipping board has allocated the U. S. Mail line two of its new passenger steamers. These are the Panhandle State and the Old North State. With these two ships, the U. S. Mail line has entered into the first cabin business between New York and Queenstown, Boulogne and London.

Captain Mayer is not unmindful of the reputations gained by ships in fixed trades. To the traveling public, a vessel gains a reputation for a particular class of passengers and that largely determines its popularity. The Princess Matoika carried the American athletes to the Olympic games in Antwerp last year. The Panhandle State brought Anna Pavlowa and her Russian ballet from London to the United States for their recent theatrical tour. Furthermore this ship had the honor of transporting 80 polo ponies and their owners last December to the international meet in Europe. Upon that occasion, Captain Mayer gave a special "polo" dinner aboard the Panhandle State. It is such features as these that classify a ship in the mind of the traveling public.

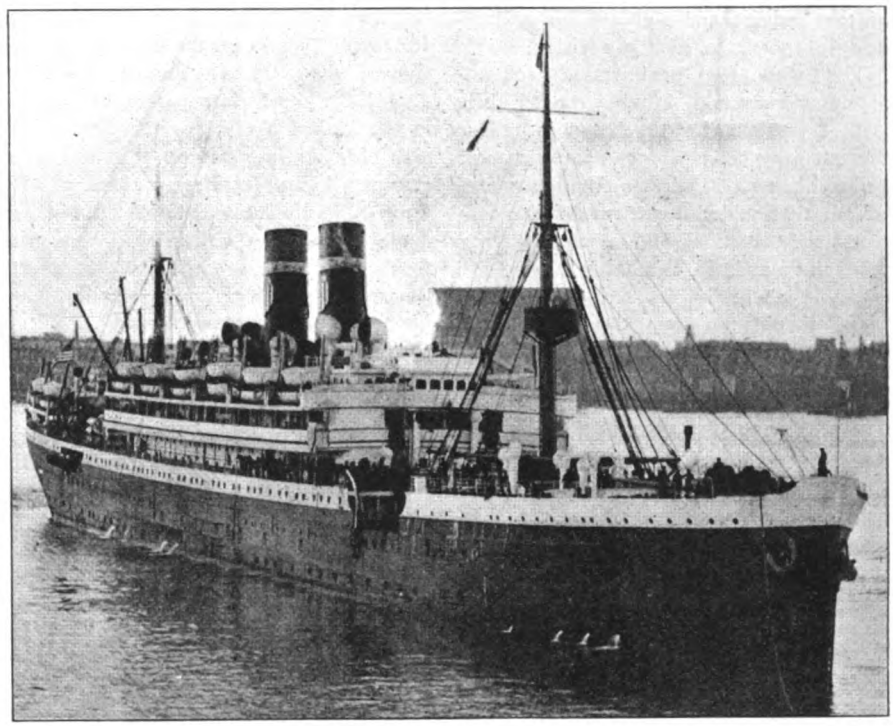
"We are forced to overcome many difficulties in the operation of the ex-enemy passenger vessels," remarked Captain Mayer. "The conditions that prevailed in the liner service of the Atlantic before the war, the time when these ships were built, are not the conditions of today. In those days, everything was cheaper and a steamship company spent considerable money for speed. It was speed that the public demanded. But today it is schedule, not necessarily speed, that is wanted.

"Should an operator fire up all the boilers and put up a maximum pressure of steam on a transatlantic greyhound today, I am afraid it would break any company. The large ship steamed to maximum speed is a losing proposition. That is what makes it questionable whether or not the giant Leviathan would be a welcome addition to any private merchant fleet. The Leviathan has turbine engines and at present burns coal. You cannot well put out the fires under a few of her boilers and run her, and if you keep all the fires going she will virtually eat up money. Some economy might be effected by turning her into an oil-burner, but even then I question whether anyone could make much money out of her.

Big Ships Expensive

"The transatlantic trade is seasonable. We have a maximum eastbound movement in the spring and a maximum westbound movement in the fall. It is possible to make money on the ships during the summer, but the bookings during the winter are too small. Yet on these big ships, the expenses go along just the same. We must have just as large a crew and buy the same fuel and naval stores. On the small passenger vessel, these items do not amount to so much, but it requires great courage to face the expenses of a large passenger vessel during the winter months. That we might tie her up during the off season is true, but then we must pay dock-fees and keep an adequate guard on board. Furthermore, the interest on the investment would be going ahead and deterioration sets in fast when a vessel is not in use."

At the time the original contract was entered into with the shipping board, freight rates were high and there was no indication of a restriction of immigration. Captain Mayer said Commissioner Stevens was especially anxious that the contract should be signed early, as congress was about to adjourn and the status of the shipping board would



AMERICAN STEAMER POCAHONTAS WHICH IS OPERATED IN THE NEW YORK-ITALY RUN

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be placed in doubt. It was at the same time that the Jones act was about to become a law. As a consequence, the deal was sealed not after a thorough survey of the vessels involved, but after a cursory examination of the book records on the ships in the possession of the shipping board.

The charters were based upon a rather high valuation of the ships. It was later discovered that the vessels had been hard used in the transport service and the cost of putting them in shape to meet the requirements of the merchant navigation laws was tremendous. It follows that an application is before the board to revise the original contract. Chairman Benson recognized the merit of that request and signified his willingness to concur in such a revision.

The plan for modification contemplates a reduction in the charter hire and, if possible, for the board to relieve the company from a part of the cost of reconditioning. Chairman Benson pointed out that under the terms of the contract the board would eventually pay this cost, and if necessary funds are available there is no reason why the board should not help the line to this extent now.

Two Liners Being Repaired

Bids on the reconditioning of the AMERICA and the GEORGE WASHINGTON were submitted but their acceptance was held up for some time. After the shipping board agreed to underwrite the cost of reconditioning these two vessels, they were sent to the repair yards. The plans call for their delivery to the U. S. Mail line in time for the summer trade this year. The lowest bid for reconditioning the GEORGE WASHINGTON was $838,000. The merit of some revision in the original contract can be appreciated in the case of this ship alone. The charter hire of the GEORGE WASHINGTON will amount to some $645,000 a year, to which must be added the interest on the money expended for reconditioning, which would bring the total up to approximately $700,000 a year. That is the sum the U. S. Mail line would be compelled to pay under the original contract for the use of this ship. In addition, the line must provision and man the ship, rent terminals, pay for repairs and stand all the overhead of operating her in trade.

"We are attempting to build up a purely American line and if proper support is given us we will afford the traveling public a typically American service," Captain Mayer pointed out. "We give preference to Americans aboard our ships, but it has been extremely difficult to obtain good American navigators. At least we have demanded that all men aboard our ships must have taken out their first citizenship papers."

Captain Mayer's brother, Carlos, is in charge of the European operations of the line. Capt. Juan Mayer, a younger brother, heads the freight department in the executive offices. Capt. O. W. Koester, formerly of the United States navy, is vice president in charge of construction and repairs. R. J. Smith, the operating manager, was for a long time in the service of the United Fruit Co. Capt. W. E. Scott is the chief purchasing agent. John Farnham, an experienced railway traffic man, is assistant to Capt. Juan Mayer in the freight department. The first class passenger business is in charge of R. A. Graham, an American citizen who was for many years in the service of the Cunard line. H. D. Lampe, who conducted the third class passenger business in the United States for the North German Lloyd line before the war, has charge of the third class business for the U. S. Mail line. Capt. O. Moeller, another American citizen who was prior to the war in the employ of the North German Lloyd line, is the marine superintendent of the new company.

The U. S. Mail line rented the street floor of the building at 45 Broadway, New York, from the shipping board for its passenger booking offices. This is the building which once belonged to the Hamburg-American line, but which was seized by the United States government when we entered the war. The U. S. Mail line has also rented some of the ex-enemy piers at Hoboken, N. J., from the government, and is using them for its home terminal in the harbor of New York.

Such an undertaking for a new concern demanded far more extensive arrangements than the mere question of ships. It was necessary to secure suitable terminals in Europe. At the time the U. S. Mail line entered into the shipping business, it would have been almost impossible to obtain terminals by purchase or lease, so that an agreement was entered into with the old North German Lloyd company for the use of its terminals in Germany. The old German company will act as agents for the U. S. Mail line in the territory formerly included in the Central empires.

Run for Americans

"It cannot be too strongly emphasized, however, that just as the U. S. Mail Steamship Co. is American-owned, so will its policies be 'Made in America', and its operations directed from this side of the Atlantic."

In that brief way Captain Mayer indicated the affairs of the U. S. Mail line will be run at all times exclusively in the interests of the American traveling public and American shippers.

250,000 Tons of Ships Laid Up in Japan

Approximately 250,000 deadweight tons of Japanese shipping now is laid up in Japanese ports, according to K. Andoh of the Nakamura Steamship Co., Kobe. With the capacity of principal builders estimated at 1,259,000 deadweight tons in 1919, Japan in that year established her highest record of construction with 188 ships of 647,218 tons. In 1920 the totals were 433,265 tons, 93 vessels. These figures follow the successive tonnages of 85,126 in 1914, 50,104 in 1915, 157,196 in 1916, 403,016 in 1917 and 641,056 in 1918. Under construction now are 32 vessels of 158,100 tons. In addition, 37 ships of 322,465 tons are planned. According to Mr. Andoh, some cancellation of this tonnage is expected. Charter rates have fallen and inquiry is limited. Market prices have dropped. Three vessels assigned to the Japanese government by the treaty of Versailles may be sold in Europe. On the whole, shipping in Japan is at low ebb.

More Americans in Crews

The manning of American ships with American seamen has been the aim of the United States shipping board's sea service bureau which, since 1917 when its work was first begun, has changed the ratio of Americans and aliens placed from 10 per cent and 90 per cent respectively to 80 per cent and 20 per cent, respectively. Placements of Americans in December totaled 67.7 per cent, according to report of the service, and in January 72.7 per cent. This was increased to 77.2 per cent in February and in March it touched 80.9 per cent. The sea service of the board is the only agency through which American seamen are given preference on American vessels.

The navy fuel ship PECOS, equipped to supply ships while under way at sea, was launched at the Charlestown, Mass., navy yard in April. The PECOS will carry 2,275,000 gallons of fuel oil and 219,400 gallons of gasoline, together with 700 tons of ammunition and general cargo. She will have a speed of 14 knots

The Todd Shipyards Corp. has acquired the small drydock and repair plant conducted by William J. Cokey & Co. in New York harbor for the past half century.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Alabama Maru	Apr. 4	Ashore	Yokohama	Slight
Aeolus	Apr. 6	Disabled	Gravesend Bay	Eng. trouble
Agamemnon	Apr. 9	Disabled	South of Azores	Mach. trouble
Adige	Apr. 18	Disabled	Fayal	Rudder gone
Alexander H. Erickson	Apr. 18	Disabled	Dakar	Leaking
Amos Briggs	Apr. 14	Collision	At sea	Not stated
Antonita	Apr. 30	Explosion	At sea	Total loss
Anacortes	May 3	Disabled	Delaware Breakwater	Mach. trouble
Actor	Apr. 29	Struck quay	Glasgow	Damaged bow
Aztec	May 2	Ashore	Annapolis	Undamaged
British Marquies	Apr. 11	Disabled	Loggerhead Key	Eng. trouble
Bramell Point	Apr. 13	Disabled	Philadelphia	Boil. trouble
Bellepline	Apr. 2	Storm	New Orleans	Slight
Bona H	Apr. 29	Sank	At sea	Total loss
C. W. Mills	May 2	Fire	Key West	Total loss
Chepadoa	Apr. 19	Disabled	At sea	Boil. trouble
Connecticut	Apr. 6	Collision	Fort Mifflin	Slight
Cecil County	Apr. 2	Storm	New Orleans	Slight
Coniscliffe	Apr. 8	Fire	Off Florida	Heavy
Castlepoint	Apr. 9	Ice	At sea	Prop. damaged
Colonel Bowie	Apr. 11	Foundered	Gulf of Mexico	Total loss
Castlepoint	Apr. 17	Disabled	Ambrose Channel	Not stated
Castalia	Apr. 24	Disabled	Glasgow	Broke rudder
Coquitt	Apr. 26	Disabled	At sea	Lost rudder
Canadian Explorer	Apr. 27	Grounded	Salonica	Jettis cargo
Collingsworth	Apr. 19	Collision	Rotterdam	Slight
Cushnoc	Apr. 26	Disabled	Barbados	Boil. trouble
District of Columbia	Apr. 2	Storm	New Orleans	Slight
Duncrag	Apr. 6	Disabled	Bermuda	Masts gone
Esperanza de Larrinaga	Apr. 5	Missing	At sea	Not known
Edgehill	Apr. 11	Collision	Karlshamn	Not stated
Edgewood	Apr. 18	Fire	Port Antonio	Total loss
E. B. Sutton	Apr. 25	Disabled	Bahia	Leaking
Edgehill	Apr. 21	Disabled	Falmouth	Lost blade
Edward L. Doheny, Jr.	Apr. 28	Collision	Sandy Hook	Damaged plates
Edna V. Pickle	Apr. 29	Waterlogged	St. Andrews Bay	Total loss
Frank H. Buck	Apr. 8	Disabled	At sea	Slight
Finland	Apr. 15	Disabled	Southampton	Broke shaft
Farnam	Apr. 23	Disabled	Sombrero Lightship	Boil. trouble
Gaelic Prince	Apr. 6	Ashore	Boston	To cargo
Gunn & Anderson Bros.	Apr. 11	Disabled	Boston	Mast broken
Gobeo	Apr. 26	Disabled	Old Head of Kinsale	Slight
Gyp	May 4	Disabled	At sea	Bow plates
Gloria	Apr. 30	Storm	Soller	Lost
Huntley	Apr. 13	Sank	Cape Spear	Total loss
H. C. Folger	Apr. 6	Collision	Fort Mifflin	Plates damaged
Hawker	Apr. 1	Missing	At sea	Not known
Hulaco	Apr. 15	Disabled	Key West	Damaged mach.
Havre Maru	Apr. 17	Collision	San Francisco	Undamaged
Honnedago	Apr. 28	Collision	Sandy Hook	Plates bent
H. C. Folger	Apr. 19	Collision	Port Arthur	Not stated
J. L. Ralston	Apr. 10	Fire	At sea	Total loss
Jennie Flood Kreger	Apr. 9	Disabled	Portland	Not stated
James E. Newson	Apr. 16	Grounded	Cape Lookout	Undamaged
John Francis	Apr. 26	In distress	Jacksonville	Not stated
Kilmeny	Apr. 26	Disabled	Perth	Mast damaged
Kamchatka	Apr. 15	Fire	Aleutian islands	Total loss
Katherine	Apr. 24	Disabled	Santa Cruz	Prop. lost
Impoco	Apr. 5	Struck rock	Cape Sable	Hull crushed
Independence Bridge	Apr. 30	Disabled	East of Delaware	Turbine trouble
Ingoma	May 5	Fire	Falmouth	Not stated
Lake Gardner	Apr. 2	Storm	New Orleans	Slight
Lake Frenchton	Apr. 2	Storm	New Orleans	Slight
Lake Fraichur	Apr. 2	Storm	New Orleans	Slight
Liberty Glo	Apr. 5	Disabled	St. Michaels	Boil. trouble
Lake Ellithorpe	Apr. 11	Grounded	Overfalls Shoal	Slight
Lucy May	Apr. 14	Overloaded	Steuben	Waterlogged
La Lorraine	Apr. 23	Disabled	At sea	Pump trouble
Mary L. Baxter	Apr. 14	Disabled	Delaware Breakwater	Rudder damaged
Marquesa	Apr. 14	Disabled	Tortugas	Engine trouble
Monte San Michele	Apr. 13	Missing	At sea	Not known
Mount Summit	Apr. 2	Storm	New Orleans	Slight
Moshico	Apr. 8	In distress	Falmouth	Not known
Mollie Gaskill	Apr. 5	Ashore	French Beach Point	Capsized
Marjorie Hennigar	Apr. 14	Ashore	Big Shoal	Undamaged
Mariners Harbor	Apr. 14	Disabled	Boston	Leaking
Minas Princess	Apr. 21	Collision	New York	Undamaged
Mojave	Apr. 22	Disabled	Bermuda	Mach. trouble
Matoa	Apr. 26	Disabled	Boston	Lost blade
Mormugao	Apr. 29	Grounded	Block Island	Hold flooded
Maryland	May 4	Disabled	New York	Eng. trouble
Mamie G	May 4	Ashore	Sandy Hook	Total loss
Nobles	Apr. 2	Storm	New Orleans	Slight
Neshaminy	Apr. 25	Disabled	Rio Janeiro	Condenser leak
Nanticoke	May 5	Disabled	Delaware Breakwater	Leaking
Oskaloosa	Apr. 2	Storm	New Orleans	Slight
Ormes	Apr. 13	Ashore	Cabritta Island	Not stated
Ottawa	Apr. 13	Missing	At sea	Not known
Oskaloosa	Apr. 23	Disabled	Mobile	Eng. trouble
Orani	Apr. 24	Disabled	At sea	Not stated
Pequot	Apr. 2	Storm	New Orleans	Slight
Prusa	Apr. 13	Struck quay	Naples	Damaged bow
Rebecca L. McDonald	Apr. 7	Disabled	Barbados	Leaking
Ronald B. Moulton	Apr. 15	Abandoned	At sea	Not stated
Ruth Martin	Apr. 18	Grounded	Gulfport	Undamaged
Raita	Apr. 17	Collision	San Francisco	Slight
Ripogenus	Apr. 26	Collision	Norfolk	Bow damaged
San-Pasqual	Apr. 2	Storm	New Orleans	Slight
Santa Eulalia	Apr. 6	Disabled	Mayport	Lost rudder
Steel Maker	Apr. 9	Disabled	Panama	Mach. trouble
Suffolk	Apr. 10	Disabled	Bermuda	Piston broken
Sant Andrea	Apr. 13	Disabled	Norfolk	Eng. trouble
Stella	Apr. 14	Grounded	Marcoris	Heavy
Shannonmede	Apr. 17	Struck obstacle	At sea	Undamaged
Seith M. Todd	Apr. 26	Heavy gale	Riverside Bridge	Spars broke
Sir Francis Second	Apr. 12	Struck reef	Cape Corrientes	Total loss
Stanja	Mar. 18	Disabled	At sea	To cargo and prop.
Stephen	Mar. 17	Struck bottom	Florida	Not stated
Steadfast	May 1	Grounded	Texas City Channel	Not stated
Samuel L. Fuller	May 4	Grounded	Marcus Hook	Not stated
Santa Alicia	May 4	Disabled	Port Townsend	Grounded
Smithfield	Apr. 30	Disabled	South Beach	Not stated
Tommy	Mar. 28	Abandoned	At sea	Total loss
Texan	Apr. 6	Disabled	New York	Broke shaft
Terre Haute	Apr. 14	Explosion	Buenos Aires	Not stated
Tuckanuck	Apr. 16	Disabled	St. Michaels	Mach. trouble
Tolosa	Apr. 26	Grounded	River Mersey	Not stated
Tokuyo Maru	May 2	Fire	Off Oregon	Total loss
Vallrath Tham	Apr. 19	Collision	Rotterdam	Not stated
Viola	Apr. 26	Aground	Plymouth	Not stated
Wichita	Apr. 2	Storm	New Orleans	Slight
Winneconne	Apr. 2	Storm	New Orleans	Slight
West Compo	Apr. 11	Disabled	Brest	Not stated
W. S. Miller	Apr. 13	Disabled	Marcus Hook	Steerer trouble
Wenatchee	Apr. 22	Disabled	Tokio	Eng. trouble Pump trouble
Walkill	Apr. 21	Grounded	Gulfport	Undamaged
West Wind	Apr. 21	Disabled	Cristobal	Eng. trouble
West Chatala	Apr. 20	Disabled	Baltimore	Leaking
Waalhaven	Apr. 26	Disabled	Halifax	Prop. broke
Winsome	May 5	Gale	Stated Island	Grounded
Yaquina	Apr. 15	Disabled	Ponta Delgada	Eng. trouble
Ypres Maru	Apr. 22	Fire	San Francisco	Slight

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

WHILE the marine strike in April somewhat restricted clearances from American ports, the sailings in general held up as compared with March and showed an increase as against January and February. Clearances and perhaps entrances in May, however, will show a decided slump as compared with April, early reports showing clearances particularly reduced.

The best sign of improvement at New York was seen in the fact that the clearances for April were much larger than the entrances, which is the most conclusive evidence that the shipping slump was about over before the strike set in. During February last the clearances were 50 ships short of the entrances, whereas during March the clearances were 7 short of entrances.

The class of business handled showed no change in general. Of the total entrances 61 ships came in ballast, 102 entered with bulk cargoes and 247 vessels brought general cargoes.

The traffic at Philadelphia in April was equal to that of the same month last year. The record of entrances and clearances in ballast was unusually small. American ships predominated among those entering and clearing in ballast. On the other hand, the record of entrances and clearances in the coastwise trade made a record total for the port. It would appear from this that vessels are moving coastwise in order to pick up full cargoes, an indication of a more orderly management of the freighting business.

The marine engineers' strike has been having its effect on the traffic at Philadelphia since May 1. During the first week of May less than half the number of entrances were able to clear. The clearances during that week were 50 per cent of normal.

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	105	255,249	79	209,854
March	102	306,512	87	242,606
February	104	285,369	75	221,402
January	84	250,233	68	217,281
December, 1920.	116	340,133	112	235,821
November	126	338,562	123	350,385
October	119	328,074	165	465,800
September	144	385,676	153	467,357
August	153	377,695	156	438,230
July	104	250,104	93	272,913
June	121	286,061	79	196,787
May	129	316,246	126	315,997
April	100	236,487	98	266,795

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	410	1,453,056	438	1,509,353
March	455	1,574,526	448	1,539,885
February	424	1,407,133	374	1,315,556
January	455	1,437,725	414	1,433,564
December, 1920.	516	1,732,485	518	1,802,929
November	495	1,741,786	482	1,691,683
October	526	1,763,904	514	1,719,103
September	506	1,728,266	493	1,574,228
August	537	1,634,719	499	1,649,416
July	510	1,627,721	462	1,518,406
June	508	1,545,144	436	1,364,297
May	444	1,343,052	390	1,258,996
April	431	1,302,177	386	1,243,000

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	17	54,804	19	64,310
March	24	75,529	25	80,107
February	20	66,422	21	73,581
January	34	93,933	28	86,559
December, 1920.	36	96,281	31	107,567
November	37	61,804	16	23,282
October	15	22,240	13	19,862
September	14	29,993	5	12,661
August	31	42,464	14	8,626
July	19	27,314	9	9,022
June	29	45,670	12	34,886
May	25	44,634	17	30,537
April	17	46,003	24	69,688

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	101	217,080	71	133,952
March	99	306,454	49	113,184
February	74	260,502	46	119,847
January	72	175,052	50	125,904
December, 1920.	66	178,656	51	128,439
November	79	193,433	52	107,112
October	82	182,028	62	116,007
September	99	210,496	75	123,045
August	133	235,706	83	124,643
July	111	212,954	87	124,699
June	120	198,136	88	124,594
May	85	124,670	81	87,436
April	84	180,496	68	118,224

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	96	249,996	76	150,776
March	79	146,798	56	82,898
February	58	105,040	47	89,647
January	68	94,273	63	78,109
December, 1920.	97	147,575	74	122,293
November	73	91,814	54	74,252
October	64	98,107	81	128,540
September	55	102,589	60	111,595
August	77	118,308	71	127,201
July	74	117,421	68	101,845
June	72	100,886	65	92,090
May	64	105,233	79	109,204
April	73	98,167	74	104,886

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	17	40,418	12	25,543
March	13	19,924	14	29,618
February	9	14,493	15	32,475
January	11	21,591	20	38,179
December, 1920.	22	45,085	26	36,110
November	32	61,216	18	28,108
October	22	35,837	33	55,632
September	21	43,316	21	46,881
August	15	22,562	16	31,695
July	16	29,561	14	23,679
June	20	41,844	21	39,280
May	16	29,270	17	36,425
April	21	37,913	22	49,475

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	377	607,559	452	703,717
March	335	645,435	341	611,575
February	305	594,636	297	548,103
January	356	585,689	330	566,201
December, 1920.	388	606,666	359	561,188
November	393	640,474	399	633,274
October	431	641,970	421	639,323
September	399	549,468	391	566,048
August	427	653,372	401	604,069
July	393	589,656	411	660,377
June	396	587,499	383	601,054
May	418	579,914	438	622,608
April	415	569,051	437	578,213

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	115	117,586	111	114,748
March	112	107,736	108	107,083
February	124	118,950	120	119,241
January	128	146,679	127	142,474
December, 1920.	121	102,611	121	97,733
November	103	90,374	98	82,126
October	84	92,944	79	80,681
September	97	87,017	95	89,030
August	98	91,442	102	87,420
July	90	83,862	89	83,374
June	94	85,776	95	84,583
May	98	85,982	99	84,600
April	89	83,637	91	86,048

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1921....	114	320,195	119	351,950
March	111	320,238	107	316,536
February	112	380,602	93	292,881
January	131	401,511	112	344,480
	——To foreign ports direct——			
December, 1920	92	264,142	113	329,320
November	109	316,743	145	425,493
October	134	372,463	188	545,974
September	120	353,374	143	409,839
August	103	282,370	169	473,160
July	140	401,116	155	454,643
June	143	411,978	183	528,270
May	121	360,192	153	434,472
April	71	207,587	116	321,937

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1921....	39	99,455	33	94,380
February	74	97,252	60	93,544
January	60	111,882	86	64,844
December, 1920.	74	60,333	56	61,211
November	69	89,143	79	91,763
October	65	72,101	85	104,304
September	27	70,989	34	77,330
August	20	44,580	34	89,180
July	15	40,218	23	62,737
June	28	41,275	23	44,289
May	28	47,151	29	31,154
April	24	30,731	21	36,769
March	46	38,821	45	30,825
February	39	32,568	55	40,714
January	38	22,854	43	22,133

Seattle

Month	Deep sea arrivals No. ships	Net tonnage	Deep sea departures No. ships	Net tonnage
March, 1921...	149	372,824	144	369,568
February	103	295,144	101	272,136
January	131	312,072	134	344,877
December, 1920.	205	323,744	186	302,051
November	256	348,452	228	337,890
October	359	347,412	314	366,669
September	422	380,582	323	345,535
August	438	371,148	393	368,327
July	417	441,626	461	444,607
June	353	332,666	433	346,849
May	376	328,594	392	324,932
April	328	331,921	348	334,540
March	290	341,705	299	325,164

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Marine Business Statistics Condensed

Soo Canal Report

Freight movement through the Soo canal in April, 1921 shows a gain of 419,922 tons over the opening month in 1920, when the total freight was 537,209 tons. The April, 1921 freight movement was 957,131 tons. Comparison of tonnage figures for the past seven years follow:

April, 1921	957,131
April, 1920	537,209
April, 1919	2,373,163
April, 1918	422,489
April, 1917	258,290
April, 1916	2,215,362
April, 1915	1,434,735

Figures in detail for 1921 and 1920 are:

EASTBOUND

	To May 1, 1921	To May 1, 1920
Lumber, M. ft. B. M	....	2,050
Flour, barrels	54,540	....
Wheat, bushels	8,592,826	4,274,611
Grain, bushels	7,418,708	6,008,000
Copper, net tons	145	....
Iron ore, net tons	95,328	162,630
Pig iron, net tons	....	....
Stone, net tons	....	....
General merchandise, net tons	1,457	545
Passengers, number	....	....

WESTBOUND

Coal, soft, net tons	259,288	50,831
Coal, hard, net tons	109,719	10,000
Iron ore, net tons	....	....
Mftd. iron and steel, net tons	1,296	....
Salt, net tons	3,045	....
Oil, net tons	52,526	....
Stone, net tons	....	6,247
General merchandise, net tons	12,799	15,405
Passengers, number	5	....

SUMMARY

Vessel passages, number	370	232
Registered tonnage, net	639,502	613,325
Freight—		
Eastbound, net tons	518,458	454,726
Westbound, net tons	438,673	82,483
Total freight, net tons	957,131	537,209

Ore on Dock May 1

Slackened demand during the past winter made the movement of iron ore from Lake Erie docks to interior furnaces unusually light. The result is that the balance on dock May 1 this year is easily the highest on record. At the opening of navigation this year, these docks held 8,089,216 gross tons. This compares with 6,192,101 gross tons a year ago, an increase of 1,897,115 gross tons. The previous record balance was set on May 1, 1911, when Lake Erie docks held 6,778,494 gross tons. On May 1, 1919, the balance was 5,681,085 gross tons; and on May 1, 1918, was 5,622,019 gross tons.

The large balance carried over into the 1921 navigation season coupled with the present small demand from the iron and steel industry has brought about an unusually light call for transportation of ore during the early part of the navigation season.

Statistics gathered by MARINE REVIEW from various dock managers at Lake Erie ports show that the total rail shipments from Lake Erie ports to furnaces during the winter season from Dec. 1, 1920 to May 1, 1921, were 2,841,638 gross tons. Winter shipments during 1919-20 were 4,264,213 gross tons. Last winter shipments were:

	Tons
On dock Lake Erie ports, Dec. 1, 1920	10,930,854
On dock May 1, 1921	8,089,216
By rail to furnaces, winter of 1920-21	2,841,638

The amount of ore shipped to furnaces during the 1920 navigation season was 41,651,241 gross tons which, added to the winter shipments, gives a total of 44,492,879 gross tons of ore forwarded to furnaces over these docks in the year ended May 1, 1921. This total compares with 36,912,569 gross tons moved in the corresponding period ended May 1, 1920; 48,123,949 tons in the year ended May 1, 1919; 47,963,072 tons in the year ended May 1, 1918, and 50,378,445 tons in the year ended May 1, 1917. Port records are:

Port	Gross tons May 1, 1921	Gross tons Dec. 1, 1920
Buffalo	403,242	440,749
Erie	345,498	374,363
Conneaut	1,001,154	2,059,193
Ashtabula	2,883,003	3,552,503
Fairport	329,987	498,704
Cleveland	1,547,333	1,791,921
Lorain	626,084	1,143,515
Huron	631,940	733,297
Toledo	320,975	336,609
Total	8,089,216	10,930,854

Theodore A. Crane's Sons Co., Brooklyn, N. Y., has just launched the second section of its new 12,000-ton drydock. The cost of the new drydock will amount to $1,000,000. It is a floating drydock constructed of Georgia pine throughout. Two more sections are to be launched. When completed this will be the third largest pontoon dock in the port of New York. The Crane company has recently purchased adjacent property which will make it the fourth largest repair yard in the port of New York.

The TAMPA, the first of four 240-foot electrically propelled cutters to be built for the United States government, was launched by the Union Construction Co., Oakland, Cal. The TAMPA has a displacement of 1600 tons and is 39 feet beam, 14 feet draft and capable of 16 knots.

April Ore Shipments

Ore shipments on the Great Lakes, which started with the opening of navigation in April are light. The slump in the iron and steel industry has retarded the demand for iron ore and has held back shipping orders. As a result, many of the bulk freighters are not being sent up for cargo. Ore shipments during April follow:

Port	Gross tons April, '21	Gross tons April, '20
Escanaba	.....	.....
Marquette	.....	.....
Asnland	9,149	.....
Superior	111,848	205,586
Duluth	27,431	25,268
Two Harbors	27,783	.....
Total	176,211	230,854
1921 decrease	54,643	

Lake Erie Receipts

Out of a total of 176,211 tons shipped from upper lake ports in April, Lake Erie ports received 35,366 tons as shown by figures compiled by MARINE REVIEW. The balance on dock May 1 was 8,089,216 tons compared with 6,192,101 tons on May 1, 1920. Detailed figures are:

Port	Gross tons
Buffalo	25,789
Erie	9,577
Conneaut	....
Ashtabula	....
Fairport	....
Cleveland	....
Lorain	....
Huron	....
Toledo	....
Detroit	....
Total	35,366

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports in April were 30,965 gross tons as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	9,906
East Jordan, Mich.	....
Boyne City, Mich.	....
Milwaukee	....
Indiana Harbor, Ind.	21,059
Gary, Ind.	....
Total	30,965

Rinek Cordage Co. has just been awarded a contract for 1,000,000 pounds of rope by the shipping board. This company has opened an office at 149 Broadway, New York.

The WEST FARALON, second of the 11,500-ton steel freighters to be built by the Los Angeles Shipbuilding & Dry Dock Co. for the Emergency Fleet corporation, was launched at San Pedro, Cal., April 19.

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Regulations Governing Freeboard

Federal Enactment Now Is in Prospect After Nearly 50 Years — Great Lakes Initiates Movement

BY DAVID ARNOTT

THE important position held by the United States among maritime nations of the world, as a result of the stupendous building program so expeditionsly carried out during the last three years, has had the effect of bringing all matters relative to and affecting merchant shipping into the limelight. Of these matters the load line question certainly is not the least important.

Although valuable papers, from which the development of freeboard rules and regulations can be traced, and which together form a very complete historical record of load line legislation in Great Britain, have appeared from time to time in the transactions of our kindred society, the Institution of Naval Architects, this very important question of freeboard does not seem to have received, at the annual meetings of the society, the degree of attention it merits. The only paper dealing with the subject, to be found in the transactions, is one contributed in 1897 by Lewis Nixon, entitled "Regulations for Loading Vessels."

Bill Awakens Public Interest

The Load Line bill, at present before the senate, introduced with a view to bringing the United States into line with the other maritime nations in the matter of compulsory load lines for merchant shipping, has awakened public interest in this question. It was considered a short paper giving a brief history of load line legislation in other countries and outlining the development of the various rules and regulations with regard to freeboard therefore might prove of general and historical value to all interested in the safety of life and property at sea, and at least serve as a basis for discussion among the members of this society.

The freeboard of a vessel usually is defined as the height of the side above the load water line at the middle of her length measured from the top of the deck at side, and marks the limit of loading which is considered consistent with the maintenance of a proper factor of safety under all conditions of wind and weather. Freeboard rule and regulations are an endeavor to define this limit, and one can readily understand that the problem of fixing a safe load line for a complicated floating structure, moving through and supported in a constantly varying degree along its length by a fluid which is itself in motion, does not lend itself to simple mathematical treatment.

Considerations are Obvious

There are, however, obvious and essential considerations, which must be kept in view in determining the proper freeboard for any vessel:

(*a*) Provision of that height of platform which will prevent any undue tendency to ship water aboard with consequent deck damage and which will insure the crew getting about the deck in heavy weather with, if not comfort, at least comparative safety.

(*b*) Reserve of displacement, i. e., reserve or spare buoyancy, must be provided as a margin against possible leakage and entry of water into the holds.

Freeboard, as determined from the above considerations, has been termed the geometric freeboard and is the minimum freeboard allowable having regard to the vessel's dimensions, form and type.

(*c*) The vessel must have a sufficiency of structural strength to render her safe when loaded to the minimum or geometric freeboard.

As a ship, like any other structure, must be designed for the load to be carried, freeboard and strength cannot be disassociated and the inclusion of a definite standard of strength in any freeboard regulations is essential.

(*d*) If the vessel has a deficiency of structural strength as compared with that of the freeboard standard, the freeboard must be increased in order that the reduced load carried will render her relatively as safe as the standard vessel.

Although the present Load Line bill appears to be the first serious attempt to provide load line legislation for this country, the desirability of placing some limit on loading seems to have been recognized for many years prior to 1917, at which time the United States shipping board took definite action and issued instructions that load lines be marked on all vessels building and to be built for the Emergency Fleet corporation. Marine underwriters, as one would expect, had always endeavored to see that the loading of vessels in which they were particularly interested was kept within reasonable limits, and their surveyors had instructions to report cases where, in their opinion, vessels were overloaded to an undesirable extent. The American Bureau of Shipping's "old rules" emphasized the importance of adhering to general principles by which the amount of freeboard for safety might be determined, and contained a general table of freeboard allowances which varied from 1½ inches per foot of depth of hold at 8 feet to 3¾ inches per foot at a registered depth of 30 feet for full scantling vessels, with one-half of this allowance for hurricane deck vessels. In the case of vessels of the latter type in which the deck below the superstructure, or hurricane deck, was the main strength deck, the minimum freeboard proposed was required to be submitted to the committee before classification was granted.

Freeboard Law Wise

Lewis Nixon, in the paper previously referred to, while criticizing certain minor features of the British freeboard tables in force at that time, gave expression to his own personal opinion regarding a compulsory load line in these words: "It must not be assumed that the general opinion of having a definite safe freeboard for vessels is wrong; for as it stands this is a very wise law. If administered impartially and without undue interference with trade, it is of the utmost value to floating property."

In the discussion following the reading of his paper it transpired that a bill to regulate freeboards, particularly for lake vessels, had been introduced into congress some years before, but was dropped, when it was pointed out that most of the channels of the Great Lakes would not allow of vessels being loaded to their proper freeboard. The opinion was expressed also that freeboard was not so vital a question in the United States as in some other countries, owing to the limited draft of harbors and extensive use in the coasting trade of hur-

From a paper read before the Society of Naval Architects and Marine Engineers.

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ricane-deck vessels with sides high out of water.

It is interesting to note that as long ago as the year 1874 the enterprising builders and shipowners of the Great Lakes district met in council at Buffalo and not only came to the conclusion that the marking of a load line on both ocean-going and lake vessels was desirable, but after mature deliberation formulated rules for freeboard and drew up a set of construction rules for wooden vessels in which a laudable endeavor was made to assess the dimensions of the various timbers entering into the structure with some regard to the strength required instead of tabulating scantlings on the basis of the vessel's tonnage, as was the practice of the time, the molding of the floor timbers, for example, being fixed by the length of the floors and the load draft. The freeboard rules recommended by the Buffalo convention were intended to apply only to vessels of the highest class.

Britain's First Law in 1871

The first legislation in Great Britain dealing with the loading of vessels was the Merchant Shipping act of 1871, which contained the provision that seagoing vessels must have draft marks at the stem and stern and required that the load draft of a vessel should be recorded before leaving port. The law was useful in that after this date reliable evidence with regard to load draft was available, when investigating the losses of ships at sea. Although a royal commission, appointed as a result of the popular agitation led by Samuel Plimsoll, reported that the enforcement of any standard freeboard regulations would be disadvantageous if not impossible, the continued interest of the public forced the passing of the Merchant Shipping act of 1873, which provided for detention by the board of trade of overloaded and improperly laden vessels. The Merchant Shipping act of 1875 required owners of foreign going vessels to mark a circular disc on the sides at the maximum draft, to record the amount of this freeboard before clearing at the custom house and to insert this record in the agreement with the crew; the act of 1876 made these requirements compulsory for all British vessels, except small coasting vessels under 80 gross tons, fishing boats and yachts.

It should be noted here that, although an owner was compelled by the foregoing legislation to mark load lines on his vessels, the position of the load line, as indicated by the disc, was entirely a matter of personal opinion and could be altered from voyage to voyage. The officers of the board of trade had power to detain a ship, which was overloaded; but as there were no legally recognized freeboard rules from which to determine the limit of loading, one can readily imagine the endless disputes which arose between owners and officials as to what constituted an overloaded ship within the meaning of the act.

A conference called in 1875 to ascertain the practicability of laying down rules for the guidance of the board of trade surveyors was abortive, as far as the direct object of the meeting was concerned, although agreement was reached on certain fundamental principles which it was considered should govern the determination of freeboards. Upon the introduction of spar and awning deck vessels, Lloyd's made the marking of an approved load on these special types a condition of classification and in 1882 published freeboard tables capable of general application which were based on reserve buoyancy percentages. At about the same time the board of trade issued freeboard rules for the guidance of the surveyors and, as there was also in use a scale of freeboard allowances recommended by the Liverpool Underwriters' registry, the necessity of endeavoring to arrive at a uniform basis for determining freeboards was urgent.

The first load line committee was appointed by the board of trade in 1883 and, after extensive investigation, reported in 1885 "that it is now practicable to frame general rules covering freeboard which will prevent dangerous overloading without unduly interfering with trade."

All obtainable evidence as to what constituted a safe loading for vessels was collected from owners and masters, and the freeboard tables recommended by the committee embodied the results of ripe practical experience within the limits of the dimensions of vessels existing at a time when a cargo vessel of 300 feet in length was considered a big boat. These rules, which were based on Lloyd's 1882 tables, were approved by the board of trade and a large number of shipowners, to their credit be it said, voluntarily took steps to have freeboards marked on their vessels in accordance with the new regulations, although not legally required to do so, since it was not until 1890 that the Merchant Shipping act of that year provided for the compulsory marking of all, except some of the smaller class of British vessels, with freeboards as recommended by the 1885 load line committee. Lloyds and the British Corp. were empowered by the board of trade to assign freeboards, and the act itself contained a clause to the effect that due regard should be paid to the views of the assigning bodies in administering the regulations and in the making of any modifications in the freeboard tables which might be found necessary. This undoubtedly has had much to do with the fact load line administration in Great Britain has never been oppressive and that the freeboard rules and regulations have been modified from time to time in order to keep pace with the development of shipbuilding and the evolution of new types of vessels.

Provisions Are Extended

The merchant shipping acts of 1894 and 1906 extended the provisions of the previous acts, the 1906 act canceling the exemption previously granted to coasting steamers under 80 tons gross and requiring all foreign vessels in British ports to have load lines marked in accordance with British or other freeboard regulations considered equally effective.

It may be worthy of mention here that under the regulations made by the board of trade, by virtue of the authority granted under the Merchant

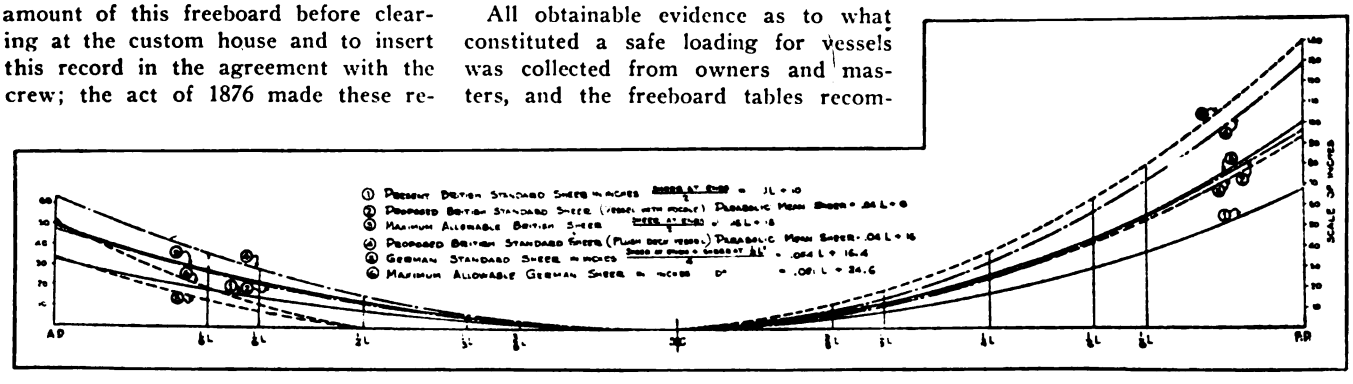

DIAGRAM SHOWING STANDARD SHEERS FOR A 400-FOOT VESSEL

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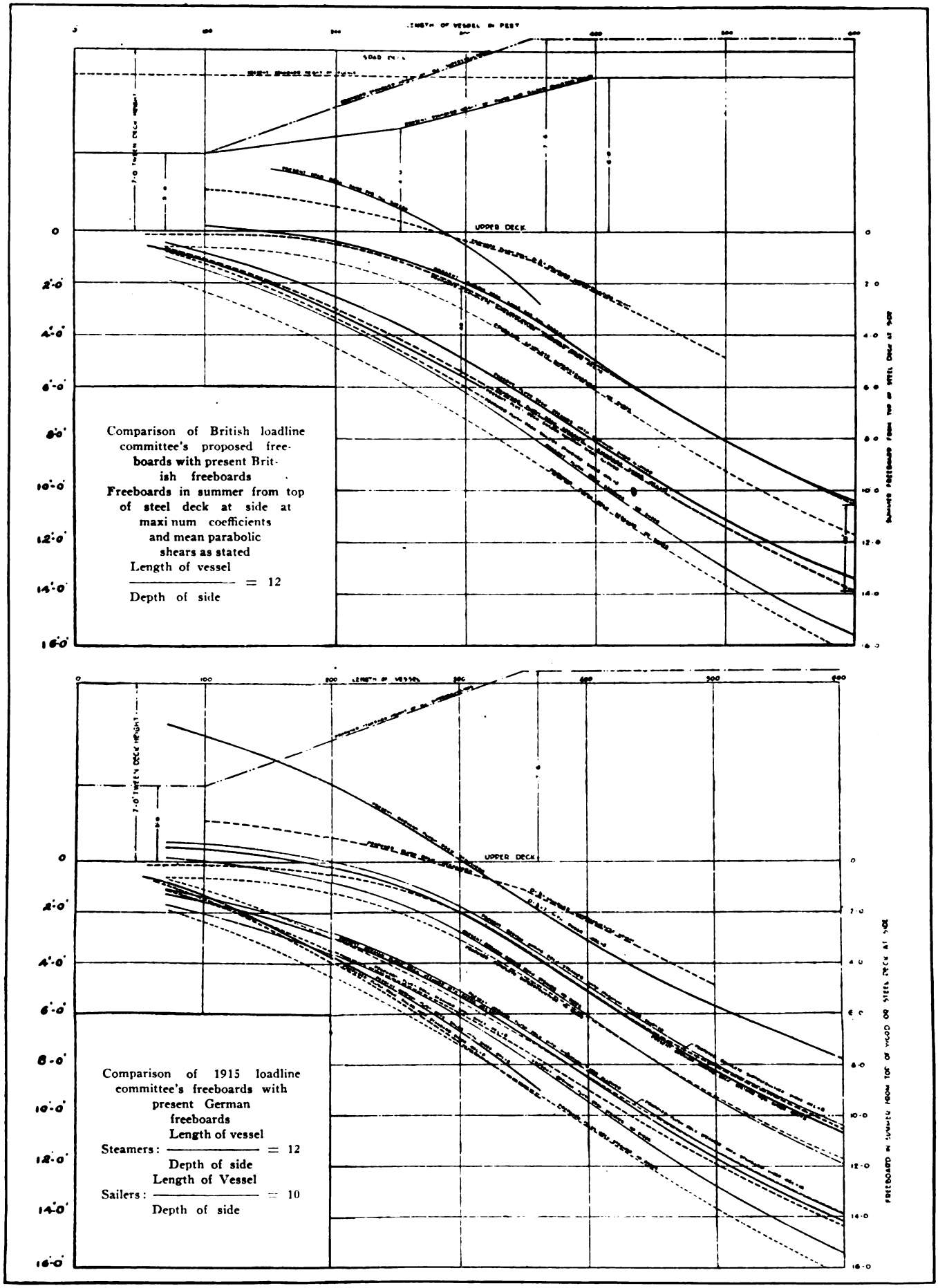
UPPER DECK
Comparison of British loadline committee's proposed freeboards with present British freeboards
Freeboards in summer from top of steel deck at side at maximum coefficients and mean parabolic shears as stated
Length of vessel / Depth of side = 12
UPPER DECK
Comparison of 1915 loadline committee's freeboards with present German freeboards
Length of vessel
Steamers: ——— = 12
Depth of side
Length of Vessel
Sailers: ——— = 10
Depth of side

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Shipping act, a vessel must be maintained in good condition to continue to hold a freeboard certificate. Freeboard certificates, in the case of classed vessels, remain in force as long as the original class is maintained, except in the event of structural alterations being carried out to deck erections, etc., which may have affected the freeboard assigned. In the case of unclassed vessels freeboard certificates are issued for a period not exceeding four years, depending on the age and condition of the vessel.

In the event of a vessel's class being canceled or alterations made to the hull structure, which affect the freeboard and where the time for which a certificate was granted has expired, the freeboard certificate must be handed in for cancellation and application made for a new certificate; otherwise the board of trade officers may notify the collector of customs, who has power to refuse clearance of a vessel on this account. A freeboard certificate is issued only after the markings have been verified and permanently cut in on a vessel's sides. Particulars on the certificate must be entered in the official log and the freeboard certificate framed and kept aboard the ship.

The 1885 load line committee's freeboard tables, which in 1890 became the legal regulations, were based on Lloyd's 1882 tables modified to agree with the views of the board of trade with regard to the value of erections, provision for the height of platform in the larger vessels, and the differences in freeboard for season of the year and trade, i. e., summer, winter and winter North Atlantic. The table freeboards for flush deck steamers and sailers were based on reserve buoyancy; varying from 22 per cent in the case of a steamer 120 feet in length and of standard proportions, to 35 per cent for a steamer 408 feet long, the effect of the length corrections and coefficients of fineness given in the tables being to give the same percentage of reserve buoyancy to vessels of the same length. The awning and spar deck table freeboards were determined on a basis of the strength of the Lloyd's rule awning and spar deck vessels of that date.

Requirements Liberal

The standard of strength laid down for use with the tables was Lloyd's 1885 rules, in which definite scantlings were tabulated for full scantling spar deck and awning deck vessels on a basis of numerals. Owing to the improvement in distribution of materials, which came into vogue about the time the first British Corp. rules were issued in 1893, so-called spar deck vessels were being built relatively as strong as the 1885 three-deck vessel and were assigned minimum freeboards on the basis of a strength comparison. A similar situation exists today in the modern "shelter deck with freeboard" vessel, in which the scantlings are somewhat less than full scantling classification requirements, and the granting of the minimum freeboard to this type can be justified only because of the lower standard of strength allowed by the freeboard regulations.

Except that explanatory notes were added in later editions in order to insure a uniform method of calculating freeboards on the part of the assigning bodies, no major changes were made until 1898, when the tables were extended to include vessels of 50 feet molded depth. Methods of determining the freeboards of special types, such as turret deck and shelter deck vessels, were added to the regulations at this time, and modifications were also made in the freeboards of vessels engaged in the winter north Atlantic trade.

As the publication in 1903 by the German Marine association of freeboard rules, which differed appreciably from the British regulations, strengthened the hands of those who had been urging a further revision of the British tables, it may be desirable at this stage to draw attention to the departures made from existng British practice. Before the advent of load line legislation in Germany, a large number of German vessels had freeboards assigned by one or the other of the British assigning bodies. But in 1900 the German Marine association, having decided that some control over the loading of vessels was desirable, issued instructions to owners to report the draft of their seagoing vessels on each voyage, together with the amount, nature and stowage of cargo carried. The results of this investigation were submitted to the Germanischer Lloyd's and in 1903 the freeboard rules proposed by that classification society, as amended in conference with representatives of the shipping interests, were finally adopted and received the approval of the German government in 1904.

The German freeboard tables were, in effect, the British tables improved and modified to suit the changes which had taken place in types and construction of vessels since 1885. The German rules contained tables of freeboards for both full scantling steamers and sailers, also for awning deck vessels, but no separate table was given for spar deck vessels. The depth used with the tables was measured to the top of the deck, whether of wood or steel, and the table freeboards were given from the top of the deck to the center of the disc, i. e., summer freeboards instead of winter freeboards as in the British regulations. As considerable improvement had taken place in the distribution of material with a corresponding increase in the strength of vessels with complete superstructures, the reduction in freeboards granted by the German tables to vessels of the awning deck type was justified on that account. The new German sheer standard, which was considerably above that of the British tables, was also more in line with modern practice.

Germans Make Allowances

While in the British tables no correction is made for excess or deficiency of sheer in the case of awning or spar deck vessels, awning deck vessels in the German tables received an allowance for excess of sheer over the standard and were penalized for deficiency of sheer in the same way as for flush deck vessels. Detailed instructions were given for the method to be adopted in assigning freeboards on the basis of strength, the standard of strength adopted for use with the tables being the 1903 Germanischer Lloyd's rules. Vessels carrying wood in holds and having deck cargoes were allowed less freeboards than given by the tables provided they had sufficient stability, but no method of estimating this deduction was given. Small coasting sailers under 100 tons gross were allowed to load in summer deeper than given by the tables by a maximum allowance not exceeding the reduction allowed for loading in fresh water, and no addition was made to the freeboards either for steamers or sailers engaged in the north Atlantic trade in winter.

Owing to the reduction in freeboard granted to awning deck vessels, it was found that the new German regulations gave reductions in the freeboards of vessels with long erections as compared with the British, which were so considerable that it was evident modifications would be necessary either to the British or German tables, or both, before the governments concerned could accept each other's regulations as being mutually effective.

In order to meet the situation, which had arisen owing to the introduction of the German freeboard rules, the British board of trade called a conference of the assigning bodies, with the result drastic alterations were made to the British tables, which had the effect of allowing considerable reductions in the freeboards of the majority of vessels, it being estimated that the reductions in freeboards granted represented an increased carrying ca-

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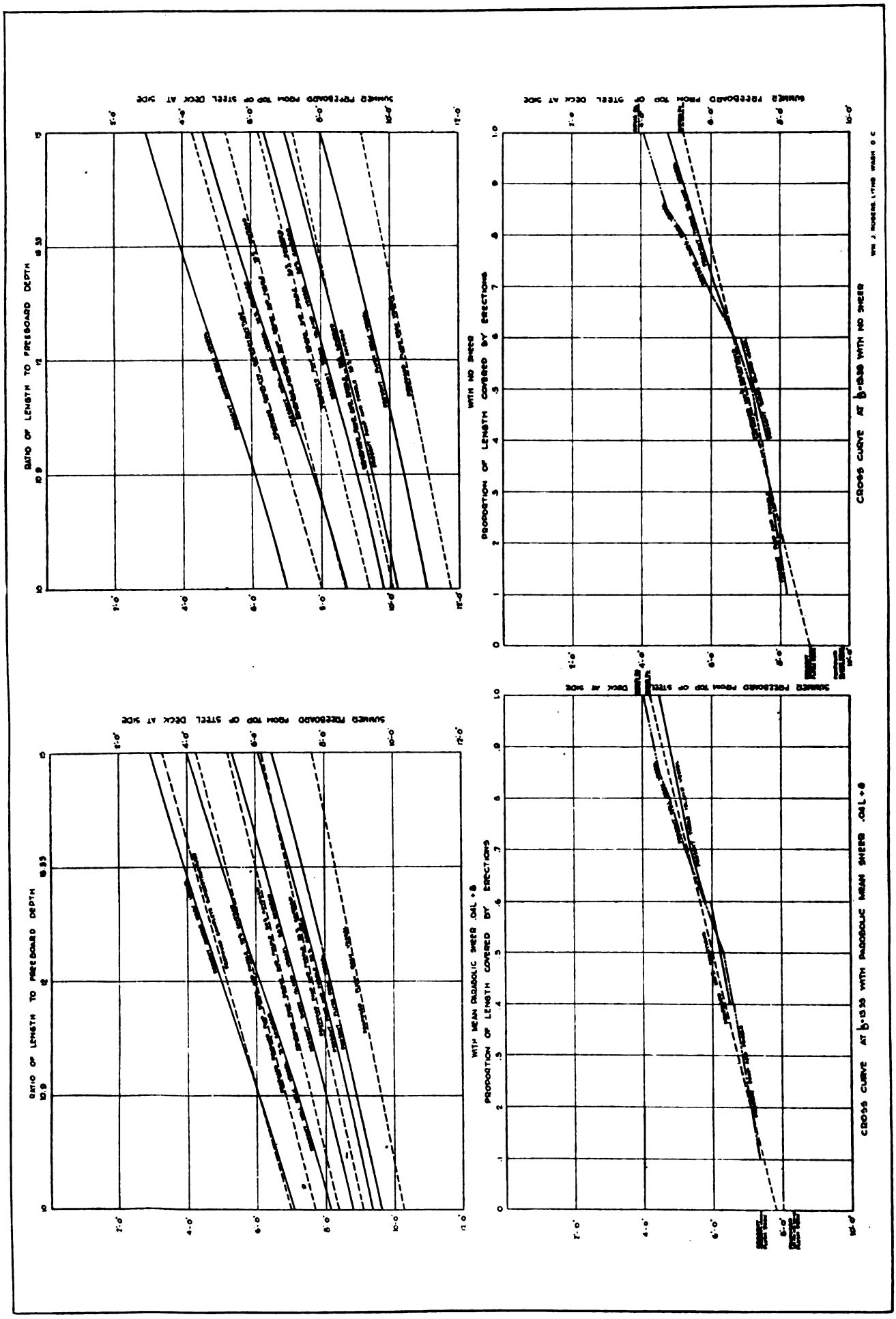
RATIO OF LENGTH TO FREEBOARD DEPTH
SUMMER FREEBOARD FROM TOP OF STEEL DECK AT SIDE
PROPORTION OF LENGTH COVERED BY ERECTIONS
WITH NO SHEER
CROSS CURVE AT b=.838 WITH NO SHEER
WITH MEAN PARABOLIC SHEER .04L +8
CROSS CURVE AT b=.838 WITH PARABOLIC MEAN SHEER .04L +8

COMPARISON OF FREEBOARDS FOR 400-FOOT VESSEL WITH VARYING PROPORTIONS OF $\frac{\text{LENGTH OF VESSEL}}{\text{DEPTH OF SIDE}}$

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pacity for British shipping of 1,000,000 tons. The freeboard tables, with the exception of the spar deck table, were modified, and the amendments indicated clearly the considerable reductions made in the freeboards of awning deck vessels, the fairing up of the flush deck freeboard curve from 28 feet to 42 feet molded, and the reductions made to the freeboards of the larger sized sailing ships.

The increased drafts allowed by the new awning deck table necessitated a higher standard of strength for this type, and the old standard, i. e., Lloyd's 1885 awning deck rules was augmented by the addition of heavier topside scantlings. In addition to the table alterations the allowances for erections were modified and consideration given also to the freeboard of vessels with scuppers and other openings in the side, and it was decided maximum reductions under the revised regulations should be granted only where means of closing all such openings were satisfactory, the machinery castings above the uper deck were of sufficient height and strength, and the hatchways, hatch covers, etc., were efficient and in good condition. When these conditions were not complied with, the freeboards were to be increased, due regard being given to the vessel's trade.

British Make Revision

In 1908, with a view to bringing the German freeboard tables into line with the revised British requirements, modifications were made to the erection allowances, and more detailed information was given for dealing with the freeboards of special types, such as shelter deck vessels with tonnage openings. The provisions contained in the British 1906 rules with regard to the protection of openings, nature of appliances required for closing openings in erection bulkheads, height and strength of machinery castings and cargo hatches and the requirements as to ports, scuppers, etc., were all included in the 1908 rules. The British practice of adding to the freeboards of vessels engaged in the winter north Atlantic trade was adopted, and the special consideration previously given to wood cargo vessels and small coasting sailers was canceled. The flush deck and awning deck tables were both extended and increases were made to the table freeboards in the case of the larger sized sailers.

The latest British load line committee was appointetd in 1913 to advise the board of trade on the attitude to be adopted by the British representatives at a forthcoming international conference on load lines, and also to investigate and report as to whether the 1906 revised tables required further revision in the light of experience. Owing to the outbreak of the war, however, this conference was never called, and for the same reason the issue of the committee's report was delayed until the end of 1915. The decisions given by courts of inquiry into the loss in 1912 of two vessels, whose freeboards had been reduced in 1906, caused considerable comment and probably had something to do with the terms of reference. In one case the court had found that primary cause of the loss of the ship and lives was her insufficient freeboard, and in the other, while the loss of the ship was not attributed to lack of freeboard, the opinion was expressed that the freeboard granted under the revised regulations was dangerously small.

In investigating effects of the 1916 revision of the freeboard tables, every consideration was given to the record of shipping casualties and to the experience of shipowners and masters as to the behavior of their vessels since they were marked with the new load lines, the classification societies being also consulted as to the practical working of the revised freeboards over a period of seven years and their effect upon the number and nature of actual damages sustained to classed vessels. The load line committee, after reviewing the evidence in the two courts of inquiry mentioned above, decided that insufficient freeboard had nothing to do with the loss of either vessel and came to the conclusion that there was no foundation in fact for the allegation that the 1906 revision of the freeboard tables had caused a considerable increase in the number of losses of vessels. The opinion was expressed, however, that although the freeboards allowed by the revised tables were quite sufficient to insure the safety of vessels, the reduction in freeboard in some cases had had the effect of making the ships less comfortable, owing to the greater liability for water to come on board the weather decks.

Draft Universal Rules

The subcommittee appointed to deal with the highly technical questions involved in freeboard, having decided the present British regulations were not adapted for an international standard, proceeded with their investigations with a view to evolving new freeboard rules and regulations suitable for submission to an international conference. The existing British rules, owing to the many additions, modifications and amendments made since the first issue in 1885, had become complicated and somewhat difficult to apply and did not treat the different types of vessels in an equitable manner. Every endeavor was made in drawing up the new freeboard regulations to make the rules simple and easy of application, and the result of the committee's labors is embodied in their proposed rules for the assignment of load lines to merchant vessels, which are undoubtedly a considerable improvement over the present regulations.

No Allowance for Excess of Sheer

There are now two distinct sheer standards, parabolic curves where the sheer forward is twice the sheer aft, one for vessels with forecastles and a higher standard for flush deck vessels. Although all types of vessels are penalized for deficiency of sheer as compared with the standard, it is not proposed to grant any allowance for excess of sheer over the standard. Block coefficients at 85 per cent of the molded depth are used with the tables instead of coefficients of fineness derived from under deck tonnage. The depth to be used with the tables is taken to the top of the deck at side, whether of wood or steel, and summer freeboards are tabulated as in the German regulations. The committee recommended that the freeboards of British ships be marked from the deck at side instead of being set down from a statutory deck line in accordance with the merchant shipping acts.

A more logical method of assessing the value of erections which takes account of their extent, disposition, and the nature of the closing appliances, has been adopted. The committee lays particular stress upon the necessity of providing adequate protection for openings, and instead of proposing to make additions to the freeboards of vessels on account of deficiencies in this respect, "Conditions of Assignment of Freeboard" are laid down with regard to the strength of machinery casings, hatches, ventilators, openings in the superstructures and in the sides, such as gangways, doors, side ports, etc., which are an amplification of the present requirements.

Probably the most important part of the committee's work was the formulating of a new standard of strength to be used in association with the new freeboard rules. A technical staff was employed to carry out the necessary research work, and under the guidance of Professor Abell, of Liverpool university, now chief surveyor of Lloyd's, a very thorough analysis was made of ship structural practice as determined from the 1913 rules of Lloyd's, British Corp., Bureau Veritas and Germanischer Lloyd's, as it was

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considered the classification rules, embodying, as they do, the results of years of experience, were good for a wide range of loading conditions. It was ultimately found possible to express by comparatively simple formulas the averaging minimum requirements of ordinary practice found from the above analysis.

The proposed standard of longitudinal strength is measured by the modulus of resistance of the midship section of the vessel computed by the usual methods. The standard $\frac{I}{Y}$ is found from the formula—

$$\frac{I}{Y} = f \times b \times d,$$

where b is the breadth of the vessel, d the extreme summer draft and f is a longitudinal strength factor tabulated in terms of the vessel's length. The $\frac{I}{Y}$ through a section in way of the midship deck openings must not be less than $0.9 \times f \times b \times d$, so that provision is made for a definite standard of deck compensation abreast of openings. Straight line formulas are given for determining the standard minimum thickness of side plating and the corresponding frame spacing for any length of vessel, together with a method for estimating the increase in shell thickness required for variation in frame spacing over the standard. As transverse strength is at least of equal importance to longitudinal strength, it is gratifying to note that an endeavor has been made to lay down a minimum standard of strength for at least one of the transverse members of the hull structure, i. e., for hold framing, and that the proposed formula for the required $\frac{I}{Y}$ of the frame section takes account in some degree of the principal factors which should enter into the determination of the frame scantlings, i. e., length of unsupported frames, spacing of frames, load draft and height of deck loads.

While the proposed standard of strength is probably satisfactory enough as far as it goes, it is anything but complete, as a ship could be designed to comply with the new standard and yet prove very unsatisfactory from a structural point of view. Provided its limitations are understood, the proposed standard of strength should prove distinctly useful to naval architects, but it cannot take the place of classification society rules, as nothing is said about riveting and such important considerations as the bottom framing and the thickness of deck plating in relation to beam spacing. While the size of the frames as derived from the standard, is affected by the height of the bracket floors, the size of the beam knees at the lowest tier of beams is not taken into account in determining the modulus of resistance required and, although the necessity of providing sufficient stiffness in the frame apart from the $\frac{I}{Y}$ value is emphasized, the necessary modifications to scantling on this account are left to the assigning authorities. As the strength standards laid down are for vessels built on the ordinary transverse system, their application to longitudinally framed ships will also necessarily be left to the assigning authorities. No reference is made in the report to wooden or composite vessels, and this omission may have to be remedied in any international rules in view of the considerable amount of wooden tonnage still in existence.

The proposals of the 1913-15 load line committee undoubtedly represent a distinct advance over existing freeboard regulations. While there may be differences of opinion with regard to the theoretical basis of the strength standard, there is no question about the advantage possessed by the proposed rules over those at present in force in respect to the simplicity of arrangement, lack of ambiguity and ease in actual working out of the freeboard and strength calculations. Since there can be no finality in freeboard rules any more than in rules for ship construction, it is also a distinct advantage that the proposed rules are in a form in which they can be readily amended if and when alterations are considered advisable. The proposed new regulations will mean that freeboards will be increased for practically all vessels, where the openings in the terminal bulkheads of erections are not closed by Class I appliances, and considerable increase in freeboards will result in the case of flush deck vessels, especially if the sheer is less than the new standard. The rules are a step in the right direction in respect to the emphasis placed on structural strength and conditions of assignment as to protection of openings which, however, can be easily and cheaply carried out in new construction. Since the publication in 1916 of the British load line committee's report, sufficient time has elapsed to give the various freeboard authorities opportunity to compare the new proposals with existing freeboard regulations and it is quite possible the British authorities, in the light of further experience, may now desire to make changes from the proposals of the load line committee.

This country is not handicapped by precedent in the matter of freeboard or load line legislation so that the work of the American load line committee, of which Admiral Taylor is chairman, and which is at present considering the entire subject, is of the highest importance. In this connection, although it has not been found possible within the limits of this paper to deal with other than the freeboards of ordinary seagoing freighters, it might be remarked there are particular types of vessels, which constitute a special problem for this country and which are being investigated by the several subcommittees formed for the Atlantic and Gulf coasts, Pacific coast and Great Lakes districts under the direction of Professors McDermott, Durand and Sadler with a view to making recommendations to the secretary of commerce.

Obituaries

Frank Howard Davis, a director of the Newport News Shipbuilding & Drydock Co., Newport News, Va., and a number of other corporations, died at his home in Elizabeth, N. J., May 3. He was 62 years old.

Edwin Orrett, Tacoma, Wash., widely known in Pacific shipping circles, died recently at Seattle. Mr. Orrett was formerly with the Pacific Mail company, then for years manager for the Osaka Shosen Kaisha at Tacoma. For some time he had been engaged in general stevedoring at Tacoma.

Capt. Henry L. Thompson, Portland, Me., for the last 12 years federal steamboat inspector for that district, died recently at his home. Captain Thompson took an active part in the Spanish-American war and also in the world war, having served as a naval lieutenant. He was awarded the naval cross for distinguished service.

Charles P. Sumner, general agent of the Cunard Steamship Co. in the United States at the time of the sinking of the LUSITANIA, died recently at his home in New York at the age of 72 years. In 1916 he was succeeded in the management in the United States by Sir Ashley Sparks. Mr. Sumner was born in Boston and entered the shipping business there in 1870. Later he founded and owned the Sumner line which operated between New York and Liverpool.

The Norwegian fleet was increased by 123 vessels of 380,000 tons in 1920, bringing the total for Norway to 1854 ships of 2,369,426 tons. Of these, 1700 were motor and steam ships of 2,170,819 tons. One hundred and twenty-five are whaling and fishing vessels of 73,294 tons.

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Late Decisions in Maritime Law

Legal Tips For Ship Owners and Officers

Specially Compiled for The Marine Review

By Harry Bowne Skillman

Attorney at Law

IN THE case of WALRUS, 261 *Federal Reporter* 676, it appeared that the original oral agreement under which certain fisherman were hired was not one to pay by the trip or voyage to the fishing banks and return, but to pay monthly wages and shares in the catches, however many trips were made each month, and the payments were to be made on the first of the month for the wages and shares in the catches of the preceding month, or as soon thereafter as the steamer came to port. After coming in on May 21, 1918, it became necessary for the crew of the steamer to sign shipping articles to comply with a government regulation which had become effective, and on May 25 the crew did so. On the afternoon of May 26, when the steamer was about to proceed on another fishing trip, the seamen in question, though requested to go on board, refused to do so. The court held that the articles signed were a continuation of the oral agreement, that the failure of the seamen to further serve constituted them deserters, and that the loss sustained by the steamer from inability to go to sea for more than 36 hours should be charged against such seamen in proportion to the amount of wages severally due them, balance of wages, if any, to be paid to them.

* * *

When under a charter party it is incumbent on the charterer to provide a berth for the ship at the port of discharge, and to discharge the cargo within a stated time, and delay in discharging cargo is due to the charterer's breach of those obligations, a detention of the vessel due to such causes is made none the less chargeable against the charterer by the fact that the shipowner employs and pays the stevedore nominated by the charterer for discharging cargo. The fact that the master employs and pays the stevedore nominated by the charterer does not stand in the way of delays in getting the vessel berthed and in discharging the cargo being chargeable against the charterer. Possible controversy as to what is a reasonable time for discharging cargo is avoided by specifying the number of days allowed the charterer for discharging.—Compania Anonima Maritima Union v. Strachan Shipping Co 261 *Federal Reporter* 57.

* * *

The case of Great Lakes Towing Co. v. Alva Steamship Co. 261 *Federal Reporter* 261, holds that a master of a tug, undertaking to tow a vessel in a home port, is bound to know the proper and accustomed waterways and channels, the depth of water and natural formation of the bottom, whether in its natural state or as changed by permanent excavations, and he is chargeable with notice of recently changed conditions, either in channels or harbors, if means of knowledge exist and are available to him.

* * *

In the case of Great Lakes Steamship Co. v. Geiger, 261 *Federal Reporter* 275, it appeared that agents of a steamship and of a paper company in good faith made a computation that the steamship could carry a total of 18,000 tons of paper making 12 trips on the Great Lakes during the season, or 1500 tons each trip. The parties, in making the contract, were equally ignorant of the paper-carrying capacity of the vessel, and the actual capacity was found to be less than 600 tons. After making one trip, the boat owner refused to proceed further, and in the resulting litigation it was held (Ontario Paper Co. v. Neff, 261 *Federal Reporter* 353) that the parties should be relieved of their contract because of mutual mistake, the court saying that it was obvious that had actual capacity of the boat been known the contract never would have been entered into.

* * *

Shipping articles for a voyage "from the port of Baltimore to such ports and places in any part of the world, via an American port, as the master may direct, and back to a final port of discharge in the United States, for a term of time not to exceed six calendar months," were held, in the case of QUOQUE, 261 *Federal Reporter* 414, to be "too indefinite and uncertain as to the voyage and services contracted for to bind seamen thereby; they fail to give the nature of the voyage undertaken, or so to describe the same, either by general terms or positive specifications, as that those acting thereunder, or affected thereby, can know or be advised of their contractual rights thereunder with any reasonable degree of certainty."

* * *

To moor a boat in an exposed position, where she is liable to be subjected to damage from violent storm, and then to allow the storm to come on, in the face of indications both by storm warnings and by observable changes in the weather, and to do nothing to remove the boat from its dangerous situation, places upon the person responsible for the boat liability for damage, which can not be excused by showing that the storm was a little more severe than that which could be ridden out safely by the boat in this position. The risk from the violence of the storm is a risk assumed by the person responsible for the boat, if that risk is one which can reasonably be expected, and is not purely and simply an occurrence in the nature of ordinary risk at sea. Care of a fleet of boats calls for care differing from that caused by the navigation of a single boat. Collecting the boats in a fleet increases the responsibility of the person handling the fleet, in situations where a single boat might safely ride the waves which are likely to result during a storm.—HERCULES, 261 *Federal Reporter* 529.

* * *

When steamer and sailing vessel are on courses which cross, the duty is imposed upon the steamer to alter her course, if this will avoid danger of collision, and, in order that this rule may accomplish its purpose, the correlative duty is imposed upon the sailing vessel to hold her course. The only justification for nonobservance of this rule is some danger of navigation, or some emergency, which forbids observance.—SHAWMUT, 261 *Federal Reporter* 616.

* * *

No attachment of a vessel was made, where the deputy sheriff possessing the writ did not go aboard the vessel and never exercised any dominion over her.—Leland v. Wescott, 260 *Federal Reporter* 343.

* * *

In the absence of insurance or guaranty of safe towage in the towage agreement, the tug is required to exercise ordinary care only in the prosecution of the voyage, and to provide the essential equipment to that end.—Standard Transportation Co. v. Great Lakes Towing Co., 260 *Federal Reporter* 327.

* * *

"The relation of master and seaman is peculiar," said the court in the case of John A. Roebling's Sons Co. of New York v. Erickson, 261 *Federal Reporter* 986. Continuing, it was said: "A seaman injured without willful misconduct is entitled to wages and expenses of maintenance and cure to the end of the voyage, whether himself guilty of negligence or not. His freedom from liability for his own negligence is not a question of remedy at all, but an essential part of the status of the seaman and of the relation of master and seaman. Upon the foregoing general doctrine has been engrafted, purely out of tenderness for the seaman and upon no principle, an exception that, where his injuries are due to the failure of the owners to furnish and maintain a seaworthy vessel with proper appliances, the seaman may recover full indemnity. The negligence of the seaman in such case does not prevent his recovery, but may be taken into consideration * * * in determining the extent of indemnity which he should receive."

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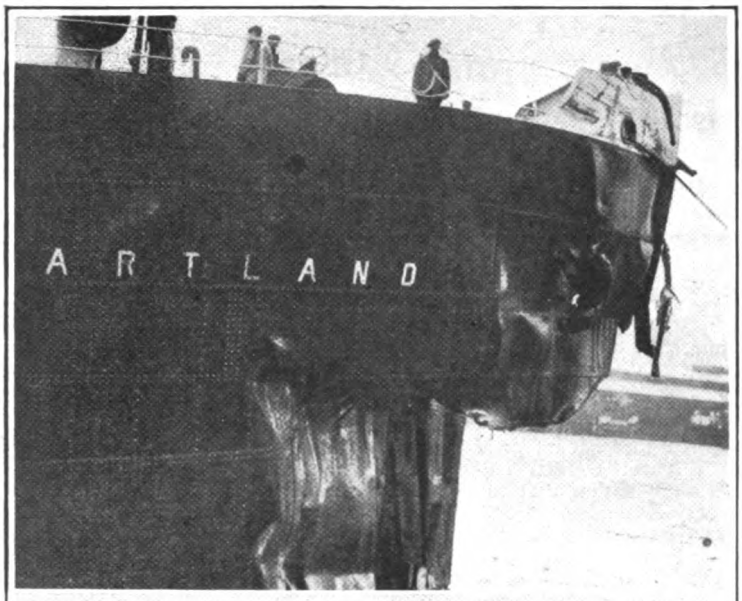
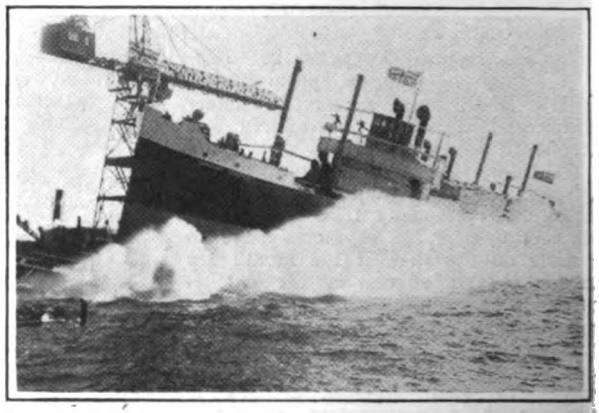
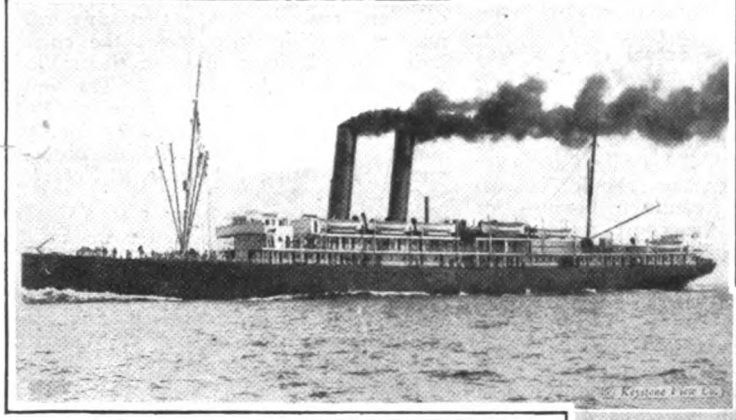
Photographs from Far and Near



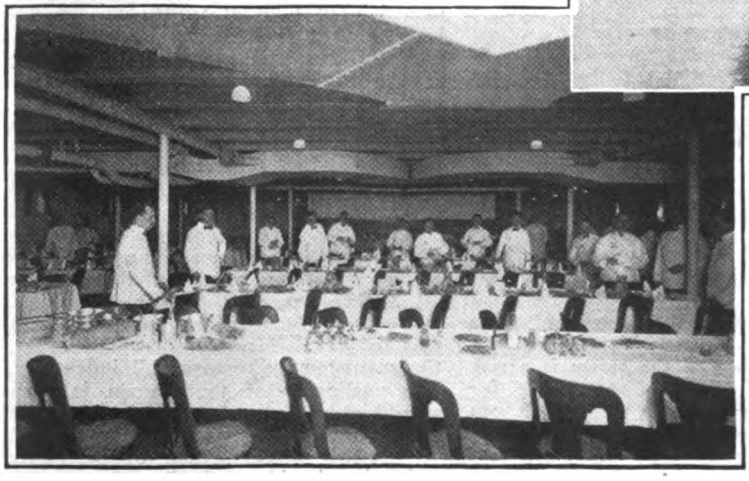
Canadian Coaster, launched recently by the Collingwood Shipbuilding Co., Kingston, Ont., was built for the Canadian government fleet and will be put in the West Indies service. She is built of steel and dimensions are: Length 251 feet, breadth molded 43½ feet, and depth, 26 feet





Four ocean steamships berthed at Portland's municipal terminal No. 1. The Oregon city has four municipal terminals, No. 4 reputed to be the best equipped on the Pacific coast

The West Hartland collided with and sank the Admiral line steamship, Governor, lower photograph, off Port Townsend, Wash., on April 1. The bow view of the West Hartland shows the sledge-hammer effect of the collision. This steamer rescued many aboard the Governor but eight lives were lost



Dining saloon of the Minnekahda, the American line's "ship of democracy" which has no steerage, but carries only one class of passengers, third

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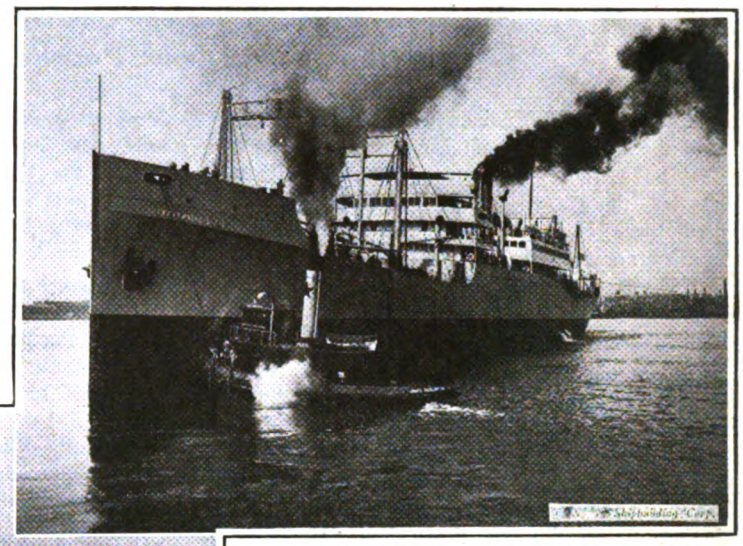
Latest Marine News in Pictures

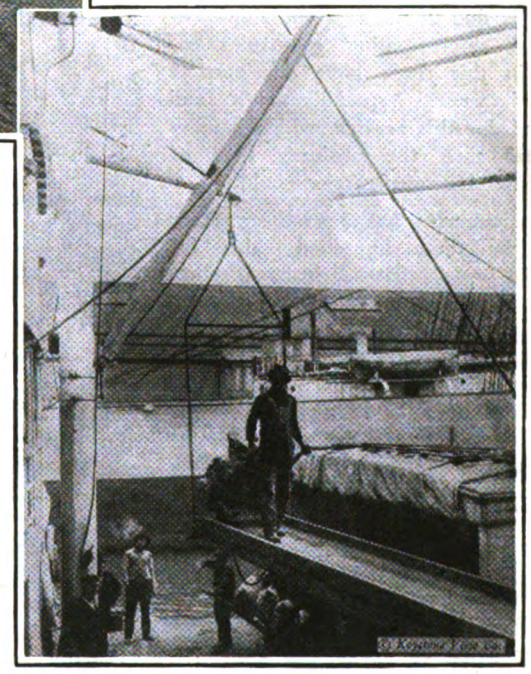
Considerable success is reported with the new Mississippi-Warrior river self-propelling barges. The Birmingham, here illustrated, is used in the coal trade in Alabama rivers and between New Orleans and Mobile. The Birmingham cost $300,000



Centennial State leaving the plant of the New York Shipbuilding Corp., Camden, N. J., on her trial trip April 21. She is 522 feet over all, tonnage 21,000 and will run to Europe

The elephant weighed 3½ tons and was hoisted aboard the New Rochelle enroute for Hamburg at New York in a specially constructed cradle sling

A single piece of timber, 4 x 4 x 72 feet was delivered in New York by steamer Iowan April 21, having been shipped from Oregon



An effective method for helping stevedores up a gangplank. The stevedore with his load steps on the lower end of the plank. A winch raises the end of the plank until it is slightly above the level of the deck to which the load is being delivered. When the stevedore returns, the plank is lowered.

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Develops Ships to Serve Tropics

Southern Builders Perfect Carriers Particularly Adapted for Carrying Passengers and Perishable Fruit in Hot Climate

CONSTANTLY increasing traffic between Gulf of Mexico ports and those of tropical Latin-America—though it should be remembered there is a vast area of Latin-America not tropical—has created a demand for a type of freight-carrying vessels entirely different in equipment from those in use anywhere and much further developed than the ships in service between the ports of Europe and the tropical countries of the Old World.

Commerce between the Gulf ports, such as Tampa, Pensacola, Mobile, New Orleans and Galveston is, at the beginning of 1921, nearly three times the volume, and approximately four times the value of the same traffic four years ago. This is due, in part, to the fact that the maritime and shipping interests of these American ports began, about three years ago, to realize their real field of expansion in foreign commerce lay to the southward, rather than to the east or west. But in larger part it is due to the fact the ship-owning and ship-operating companies engaged in this trade have developed a type of vessel, especially built and equipped for this service, which handles it better than the ordinary type of freight or passenger carrier could.

So considerable has been the vantage gained by these improved ships for tropical trade that British, French, Japanese and, more recently, German shipbuilders and operators have sent representatives to the Gulf coast of the United States to study the equipment of these ships with the idea of applying it to their own vessels, already in the trade and found inadequate to competition with the American boats, or now being constructed for such service. The experiment of putting American built ships of other types—notably the 3500-ton wooden hulls built by and for the United States shipping board during the war—into this tropical service without equipping them after the manner found most suitable and most successful by the lines already operating on the Gulf of Mexico, has not proved practicable in any of the several incidents of the kind which have come under the writer's notice.

Best Which Can Be Devised

Realizing this condition existed and that the tropics slowly were developing in the United States a type of vessel of their own kind, designed to do a special kind of work, and doing it well, I sought out Crawford H. Ellis, vice president of the United Fruit Co., with headquarters in New Orleans, and put the question up to him. Here is his answer:

"Commerce between the ports of the United States—especially the Gulf ports—and those of the Spanish-speaking republics to the south has developed a type of ship which seems to be about the best which can be devised for this trade. It is markedly different from the freight vessels of any other part of the world. With the exception of lumber, which is handled largely in special lumber carrying steamers and in big schooners, the products of the Latin-American countries for which there is demand in the United States are highly perishable. That is to say, they are mainly fruits. The output of hides, cereals, ores and other products from the countries actually within the tropics, is negligible.

Must Be Peculiarly Equipped

"The vessel, therefore, which traffics with these tropic ports must be equipped to carry that most perishable of cargoes—the soft fruits of the tropics—in such a manner that fruit and flavor will be preserved to the consumers in the United States. Abundant aeration, separation in compartments, and, frequently, refrigeration must be provided. Added to this, such vessels must have the highest possible speed consistent with cargo-carrying and with safety, so that the fruit products of the tropics may be laid down at the tables of the American people in the shortest possible time.

"All these things can be done with ease—provided only one-way cargoes are to be considered. But here enters another factor—all return cargoes from the American ports are of general merchandise. They range from the proverbial 'thrashing machine to a needle.' They do not require refrigeration; they do not need compartments, nor do they demand greater speed than in ordinary waters. What they do need is cargo space, room, large holds where large quantities can be carried, so as to make the voyages profitable both ways.

"Thus the ship for gulf trade must be one which is provided with all equipment for the storage, preservation and rapid transportation of perishable fruits one way, yet with plenty of space for general cargo on the return trip southward. Add to this the fact that all these ships must be equipped also to carry passengers, and to carry them in first-class accommodations, and you will get a picture of the composite passenger-freight-refrigeration-speed ship, which has been developed by trade with the ports of the gulf of Mexico and southward as far as the tropics extend.

Applies to All Ships

"This applies not only to the ships of the United Fruit Co. but to those which are in successful operation by every ship-owning company handling cargoes both ways between the ports of the United States and those of Mexico or of any of the Central American republics. The lumber ships, carrying general merchandise southward and mahogany, rosewood and other valuable woods back to American ports, are, of course, not subjected to the demands of refrigeration, passenger-carrying accommodations or speed. They may be ordinary freighters, equipped with machinery for handling the logs brought out, but usually they are built with longer hatches, power plants set further back, so as to give greater and unobstructed room in the hold, and with other advantages for the handling of huge timbers, which do not interfere with the handling of general cargoes on the return.

"A ship operating on the Gulf of Mexico continuously in general cargo-carrying capacity, always bears one earmark which will distinguish her from the freighter from other waters, and that is the number of ventilators which rise from her decks. If she carry passengers, also, she will show a high superstructure, to make the most of every breath of air for the benefit of her passengers. The problem of carrying general cargo back has been solved by the long, and wide, hatches leading into the compartmented hold, built with the primary design of caring for perishable cargoes, but available, under the latest arrangement, for the handling of merchandise of all kinds, in packages and probably providing better and safer transportation than the ordinary, open hold would furnish."

In addition to Mr. Ellis' explanation of the demands of tropical traffic and the ship developed for them, this commerce has brought also into being loading and unloading machinery of an advanced type, in an effort to cut down

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the time of vessels in port, to reduce expenses of operation due to idleness, and also to speed-up the handling of the perishable cargoes.

Efforts are being made at several shipyards on the gulf coast of the United States to devise an auxiliary schooner, which will have the ventilation capabilities of the steamers and will, at the same time, be able to carry general merchandise on the return cargoes. Auxiliaries have been used successfully for some years between Tampa and Pensacola, and ports in the islands of the Carribbean Sea in fruit traffic, but they have been handicapped through inability to handle, or failure to get, general cargoes for the return trip. These auxiliaries are from 250 to 1000 tons, but the recent steady increase in operating expenses has led to efforts to provide the auxiliaries with cargo facilities similar to the steamers.

In the lumber trade, in dye-woods, in hides, and in dried nuts, the auxiliaries have operated at greater profit, compared with tonnage, than the steamers, but, as Mr. Ellis aptly says, the main product of tropical America is perishable fruit, and every vessel which goes into this trade with any idea of permanence or profit, must be prepared to handle those fruits speedily, and to deliver them in good condition to the consumer ashore in the United States. It appears that a new type of auxiliary, of greater speed and better equipment, is likely to be developed on the gulf, just as the special type of steamship has been developed from the trade with the tropics.

World Is Now Building 7,086,766 Tons

More than 7,000,000 gross tons of merchant vessels are reported as under construction in the shipyards of the world on April 1, says a statement by Lloyd's *Register of Shipping*. Compared with the total on Jan. 1, 7,086,766 tons, the actual figure, represents a decline of less than 100,000 tons, or about 1½ per cent. The actual decline in shipbuilding activity, however, has been much sharper in the past three months than appears on the surface. While the total reported for Great Britain, 3,798,593 gross tons, against 3,709,000 tons on Jan. 1, indicates a gain of 89,000 tons over Jan. 1, there has been a sharp reduction in the volume of tonnage on which work is actually proceeding.

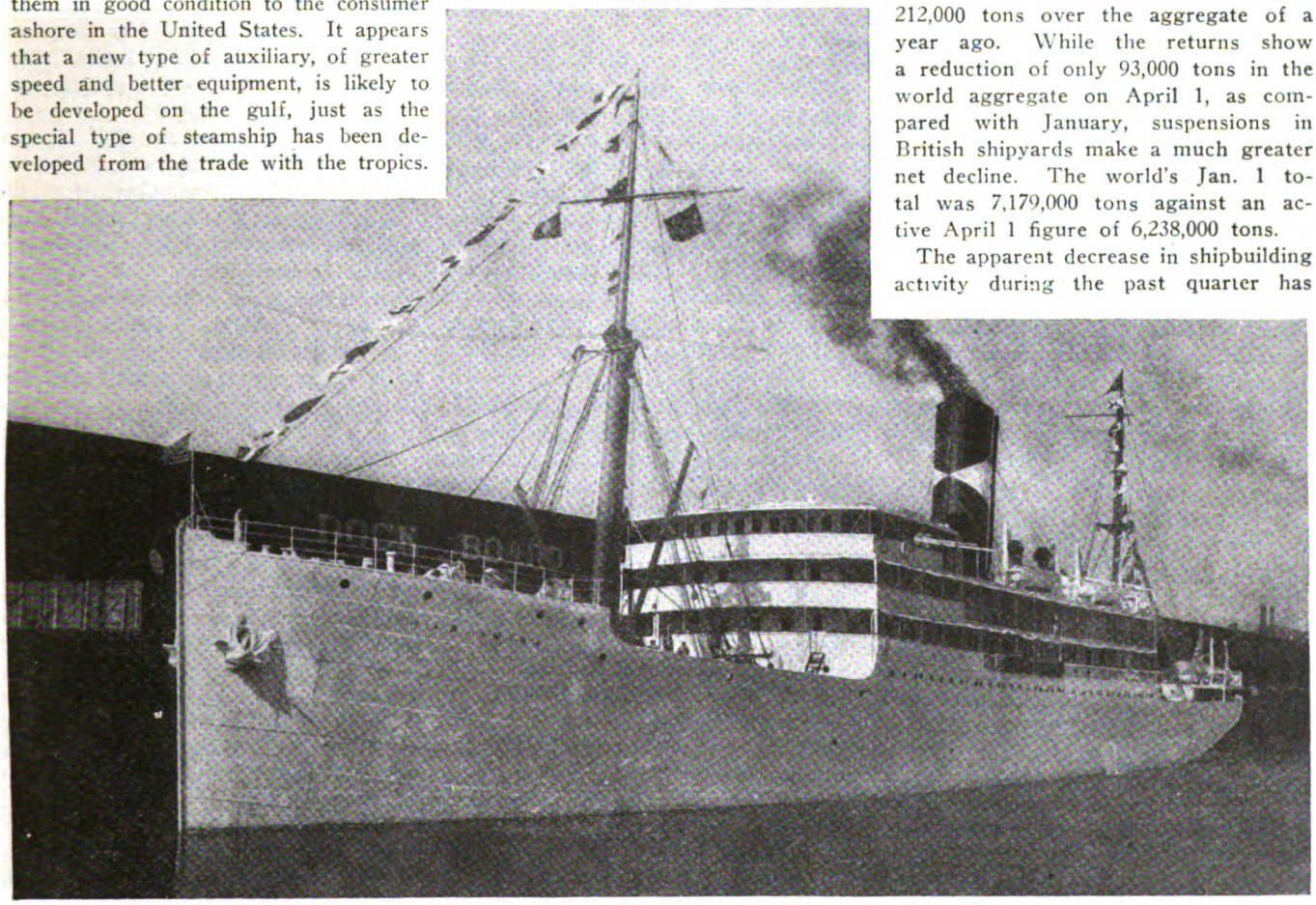
Included in the British shipyard total are 497,000 gross tons on which work has been suspended and an additional 350,000 tons, the completion of which has been postponed, chiefly owing to the strike of shipjoiners. Taking this total of 847,000 tons into consideration, the total of new ships on which work is proceeding in British shipyards is 2,951,593 tons, or about 20 per cent less than the total at the beginning of the year.

Additional indications of the conditions in British shipbuilding are furnished by the returns of launchings and new work begun during the first quarter of this year. New keels represented only 391,000 gross tons, in comparison with 503,000 tons for the last quarter of 1920, and 701,000 tons, for the quarter ended April 1, 1920. Launchings during the quarter just ended represented 431,000 tons, as against 576,000 tons for the last three months of 1920. Even with the delays, work is being completed more rapidly than new work is coming in.

Returns for American shipyards, Lloyd's states, show a continuance of decline. The total construction under way on April 1 is reported as 1,102,000 tons against 1,310,000 tons on Jan. 1, or slightly more than 40 per cent of the American total of a year ago. In comparison with the aggregate building at the beginning of this year, a decline of more than 200,000 tons is shown.

The aggregate for all other countries, excluding Germany, for which no official returns are available is 2,185,000 tons on April 1 against 2,160,000 tons on Jan. 1, a gain of about 25,000 tons over the January total, and of 212,000 tons over the aggregate of a year ago. While the returns show a reduction of only 93,000 tons in the world aggregate on April 1, as compared with January, suspensions in British shipyards make a much greater net decline. The world's Jan. 1 total was 7,179,000 tons against an active April 1 figure of 6,238,000 tons.

The apparent decrease in shipbuilding activity during the past quarter has



PARISIMA, A NEW TYPE OF OCEAN CARRIER

A ship of the United Fruit Co.'s fleet evolved to meet the peculiar demands of trade with South American countries

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been not far from 1,000,000 tons, a decrease of approximately 12½ per cent.

In some directions gains are shown in the volume of construction under way. These are most marked in the case of France, which now stands next to the United Kingdom and the United States as a shipbuilding nation, having displaced Holland during the past quarter. A year ago France, with only 240,000 tons under way was led by Japan, Italy and Holland, and was constructing only 9000 tons more than the British dominions. Today, with 427,000 tons building, she has nearly two and a half times the total for the British dominions and leads Japan and Italy by 133,000 tons and 75,000 tons, respectively.

Japan shows a small gain in the total under construction as compared with the previous quarter, and Italy, Holland and the British dominions slight decreases.

The tonnage of vessels actually building under the supervision of Lloyd's amounts to 4,738,955 gross tons, of which 3,031,412 tons are being built in the United Kingdom, a gain of 110,000 tons over the previous quarter, and 1,707,543 in other countries.

News of Pacific Yards

AT THE plant of the Todd Dry Dock & Construction Corp., Tacoma, Wash., rapid progress is being made on the naval scout cruiser CINCINNATI, the last of three vessels of this type being constructed for the United States navy. The CINCINNATI is to be launched May 23. Mayor Galvin of Cincinnati appointed Mrs. Charles E. Tudor as sponsor to christen the cruiser with a bottle of Ohio river water. The other cruisers, the OMAHA and MILWAUKEE, are lying at the company's docks, being completed. Following the launching of the CINCINNATI the ways of the plant will be vacant, no new contracts having been awarded.

The 12,000-ton tank steamer CALGAROLITE was launched at the yards of the G. M. Standifer Construction Co., Vancouver, Wash., in April. She will be followed by the ALBERTOLITE. These vessels are for the Imperial Oil Co. No other contracts are announced and the completion of the ALBERTOLITE means the end of work on hand. The future of the yard is uncertain.

Announcement that he has obtained commitments for six 12,500-ton tank steamers has been made by M. G. Thomle, president of the Norway-Pacific Shipbuilding Co., Everett, Wash. The value of these contracts is said to be $15,750,000. Mr. Thomle states that the purchaser is a merger of one British and two American oil companies, the names of which are withheld. He adds that work will be started as soon as the initial payment is made. Negotiations have been delayed because of the inopportune time for floating bonds. Sixty per cent of the securities for these ships is to be marketed in England and Norway and the rest in this country. Mr. Thomle denies this contract is in any way connected with Washington D. Vanderlip who represents Russian interests. The Norway-Pacific company was in the hands of a receiver for some time but it is expected its financial difficulties will shortly be ironed out. The plant was completed about 18 months ago but has never done any work. It was awarded a contract for several coast guard cutters last year but was unable to complete the deal because of its financial troubles.

For use in the north Pacific lumber carrying trade, the 5-mast wooden schooner UNDAUNTED was launched at the Grant Smith Porter yards at Portland in April. This vessel was the last Ferris type hull launched in this country. The alterations necessary to outfit her as a sailor were made by G. F. Matthews, a Grays Harbor shipbuilder. The UNDAUNTED is arranged for carrying large cargoes of lumber, her capacity being about 1,800,000 feet.

At the plant of Todd Dry Docks, Inc., Seattle, the 8800-ton shipping board steamer WEST HARTLAND was recently hauled out for survey following extensive damage in collision. This yard is keeping busy with a number of small repair jobs, including the usual work of docking and overhauling vessels in the Alaska trades.

First of two steel steamers built at the Prince Rupert Shipbuilding Co's. plant at Prince Rupert, B. C., the CANADIAN SCOTTISH was launched early in May. The second vessel is expected to be called the CANADIAN FISHERMAN. This plant has been in financial difficulties for a time causing delay in the completion of the two steamers. Work is now being prosecuted under direction of the Wallace shipyards of Vancouver, B. C.

Launchings—Deliveries

The BOWDOIN, an auxiliary schooner of 110 tons, was launched early in April at Boothbay, Me. She was built by Hodgdon Bros for Donald B. MacMillan, the Arctic explorer.

* * *

The first of two 27-car, 3-track steel barges built for the Western Maryland railroad recently was completed by the Bethlehem Shipbuilding Corp. at its Elizabeth, N. J., yard.

* * *

The Standard Oil Co.'s 12,550-ton tanker, YANKEE ARROW, was launched early in April at the South yard of the New York Shipbuilding Corp., Camden, N. J. She is 485 feet 3 inches long, 62 feet 9 inches beam and 39 feet depth.

* * *

The CHAPBILL, a 33-foot cabin power yacht, built for Chapman F. Black, Philadelphia, and William E. Hitchens, Essington, Pa., was launched in April.

* * *

The Union Shipbuilding Co. launched the GULFPRINCE from its ways at Baltimore early in April. The GULFPRINCE is a tanker for the Gulf Refining Co.

* * *

Built in 97 days, the AGWIHAVRE, a tanker of 12,940 deadweight tons, was launched by the Sun Shipbuilding Co., Chester, Pa., in April. Her owner is the Atlantic, Gulf & West Indies Transportation Co. She is 485 feet long.

* * *

The SAN UGON and the SAN UBALDO, the last of four tankers built by the Standard Shipbuilding Corp. for the Eagle Transport Co., Ltd., London, England, were launched from the Standard yard at Shooters Island, N. Y., in April. Each tanker is of 8400 deadweight tons, 427 feet long, 53 feet 5 inches beam and 31 feet molded depth, equipped with a 2850 horsepower single screw, triple expansion condensing engine.

* * *

The twin screw tanker VANCOLITE, of 15,000 deadweight tons, was delivered to the Standard Oil Co. by the Federal Shipbuilding Co., after a trial trip.

* * *

The COMAYAGUA, twin screw freight and passenger steamer, was launched April 21 from the Newburgh Shipyards, Inc., Newburgh, N. Y., the third of three vessels built for Cuyamel Fruit Co., New Orleans. She is of the shelter deck type, 301 feet 6 inches long, 42 feet beam, 16 feet 6 inches draft and of 2100 deadweight tons.

* * *

The SELMA CITY was launched by the Chickasaw Shipbuilding & Car Co., Mobile, Ala., in April. She is of 10,000 deadweight tons and the ninth vessel built by the company in the last two years.

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End of 'War' Yards Cuts Capacity

Shipbuilding Today 40 Per Cent Under One Year Ago—Employs a Third Fewer Men—Wages Down

CREEPING recovery, expressed as being descriptive of the present business situation, applies with equal force to the shipbuilding industry. Lloyd's reports that approximately 7,000,000 tons of shipping are in the yards of the world, which represents a decline of 1½ per cent in shipbuilding since the first of the current year. American shipyards held contracts for private owners to the total of 901,229 gross tons on March 1, but this figure had declined to 734,904 on April 1. Something over one-half million tons represents the private contracts held today in American yards, this figure not including government work nor work for shipping board account. The shipping board has approximately 40 more ships to be delivered before its building program is complete.

The Atlantic Coast Shipbuilders association estimates that American yards had 1,102,000 tons of shipping under construction on April 1, which was a reduction of slightly more than 40 per cent of the contracts held a year ago. In comparison with the aggregate building at the beginning of this year, the decline is more than 200,000 tons. This is not an adequate comparison, however, as the "war" yards are closed as they were intended, and the building program of today is compared with the combined output of the regular as well as the war yards. Hog Island is being dismantled and the Newark Bay plant of the Submarine Boat Corp. launched its last ship last month, making 150 fabricated boats built at that yard.

Enters Engineering Field

The Merchant Shipbuilding Corp. at its yard at Chester, Pa., has extended its activities to the general engineering field. With no new shipbuilding contracts in hand, this action was decided upon by the board of directors of the company as a means of keeping the plant operating and its organization intact during the present slump in shipbuilding. The new activities will include general steel construction work, manufacturing and power plant equipment, machinery and machine work, railroad equipment and material and plate shop work.

The Submarine Boat Corp. has entered into the business of fabricating steel, and has taken contracts for approximately 1200 tons of structural steel for fabrication. The work is being done in the company's Port Newark plant and involves practically no change of equipment, because the machinery used in its shipbuilding operations has provided it with means of fabricating steel cheaply.

The Tampa Shipbuilding & Engineering Co., successor to the Tampa Foundry & Machine Co., has leased its yard at Tampa, Fla., to the Oscar Daniels Co. The United States Maritime Corp., wooden shipbuilder at Brunswick, Ga., has closed its plant. The yard of the Seaboard Transportation & Shipping Co. at Channel Dyke, Pelican Spit, near Galveston, Tex., is being reorganized. The Long Beach Shipbuilding Co. at Long Beach, Cal., has temporarily closed. The Schaw-Batcher Shipbuilding Co. is dismantling its yard at San Francisco. The Western Pipe & Steel Co., with yard at South San Francisco, Cal., is expected to retire from the business. The Northwest Steel Co., Portland, Oreg., is in the process of liquidation and is to be succeeded by the Northwest Bridge & Iron Co. The Columbia River Ship Building Corp. is dismantling its yard at Portland, Oreg., and the Ames Shipbuilding & Drydock Co. has closed its plant at Seattle. The Skinner & Eddy Corp., Seattle, has retired from the business; the Seattle North Pacific Shipbuilding Co., Seattle, has discontinued; and the Foundation Co. has closed its New Orleans yard. Dempsey & Sons, Philadelphia, builders of tugs and barges, are not at present operating their yard at Camden, N. J.

But not all the news is pessimistic. B. H. Elliott, Inc., Houston, Tex., has recently been organized to do ship repair and machinery work. The Pilkington Boat Yards, Miami, Fla., are planning improvements in their plant. The Jahncke Dry Dock & Ship Repair Co. is planning to spend $2,000,000 at New Orleans on extensions and will build a new 600-foot steel wharf for repair berths.

May Order More Tankers

It was reported with more or less authority last month that the Eagle Oil & Transport Co. of England is planning to let more tanker contracts with American yards. The report went still further and said the British company would order four tankers measuring 11,000 tons deadweight each. This company let contracts for tankers in this country some time back and deliveries on these are now being completed. Furthermore it was learned that the Red D line has completed its plans for two new passenger ships and will invite tenders from shipbuilders shortly. The plans have been drafted by Theodore E. Ferris and the ships will measure 375 feet long and have a speed of 14 knots. They will be driven by geared turbines and will have accommodations for about 200 passengers.

The new ferry boat, recently awarded the Staten Island Shipbuilding Co. by the city of New York, is to be a double ended ferry boat. The hull is to be steel and have wood superstructure. The propelling machinery will consist of two inverted vertical, upright compound surface condensing steam engines coupled together on one shaft with a screw propeller at each end.

The federal commissioner of lighthouses has indicated his intention of asking congress for $4,000,000 for the construction of 17 lightships and tenders. A survey has shown that the wooden ships owned by the shipping board are not suitable. The commerce commission of New Jersey is contemplating the construction of two new ferries for the Fort Lee run and it is understood bids will be solicited soon.

The Pensacola Shipbuilding Co. has contracted to build for the Alexandria Coaling Co., New Orleans, two 600-ton coal barges, 135 feet in length and 30-feet beam. Four smaller steel oil barges will also be built for a Tampico oil company. The present program of the McDougall-Duluth Shipbuilding Co., Duluth, calls for the construction of five canal ships, work on which has just started.

Breaks Yard Strike

Labor conditions in the yards of the east are apparently quieting down upon a new basis of wage and conditions of work. The stockholders of the William Cramp & Son Ship & Engine Building Co., Philadelphia, have endorsed the action of the officers of that company in the recent stand on wages. This yard was one of the first to put a reduced wage scale in effect with the result that it was compelled to fight a long strike on the part of union men. The strike has, however, been broken.

Henry C. Hunter of the dockbuilders' association recently announced that millions of dollars' worth of work involved in the many projects for the expansion of harbor facilities of New York was being held up by the attitude of waterfront construction labor.

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World Charter Market Reviewed by

SEEK WAGES CUT

Shipowners Propose 15 Per Cent Reduction — Engineers Decline — Considerable Tonnage Is Idle

WITH British shipowners demanding a 30 per cent reduction in wages aboard ship, and British seamen accepting a cut of 15 per cent pending a referendum of the wage question, the American seamen have tried to put up a bold front and refuse a 15 per cent reduction. The agreement with the engineers ended May 1 and the owners thereupon proposed to reduce wages 25 per cent, but in view of the position taken by the shipping board a cut of only 15 per cent was asked at this time. This cut the American engineers refused to accept.

A wage reduction is the logical order of the day. It ultimately will be spread to all men aboard American ships. That a 15 per cent reduction is inadequate is generally acknowledged by operating heads. Due to the threat of the engineers to strike and tie up shipping May 1 many American operators rushed their ships to sea. But labor trouble at this time is not an unmixed evil. There is great difference between tie-up due to strikes and tie-up due to a lack of business. Approximately 50 per cent of the government tonnage is idle on account of the shipping slump and 25 per cent of the privately owned tonnage is tied up for the same reason. Under such circumstances a strike means a stiffening of freight rates and a better earning capacity for the ships that do go to sea.

Earnings Are on Upgrade

A month ago the shipping board had tied up 653 steel vessels, representing some 4,279,581 tons. At that time, only 44 more ships were to be completed for the shipping board before the building program would be completed. But during April the board issued orders to withdraw from caretakers 40 ships, representing 314,904 deadweight tons. There was evidence aplenty that the shipping depression was about at an end and improvement was in sight when the marine engineers began their strike. Gross earnings per deadweight ton on shipping board ships averaged $2.01 during January last, $2.45 during February and increased to $2.54 during March. The April earnings, when their tabulation is completed, will show a still greater improvement.

It would appear that the shipping board is following sounder business policies than previously, and this is reflected in the reception the requests of the board have in congress. The board has requested a deficiency appropriation of $36,825,000 for this year and an appropriation of $134,000,000 for the next fiscal year. Congress is reported to be planning to act favorably on this request. In the meantime an effort has been made to work out a bareboat charter for the government ships. The shipping board is willing to carry insurance upon the hulls and machinery but the charterer must pay for repairs and insurance.

Chartering today is upon a different plane than it was a year ago. Less than 50 per cent of the bulk charters made a year ago are being executed today. It is a business for the miscellaneous trade and to handle a boat successfully in that business requires considerably more shipping acumen than has been necessary during the flush days of the past. The continuation of the coal strike in England ultimately had its effect in the American market and by the latter part of April the rates were stiffening and a number of charters were being effected. The demand was for South America, River Plate and Brazil, and for Europe, West Italy.

The French line has been slow to sign the French Atlantic agreement, although some modification of the rates proposed last month have been put into effect. It is believed that ultimately the French line will sign, despite the fact that only a temporary truce has been effected. The transatlantic passenger traffic has been heavy and no reductions in charges are apparent there at present, although it was learned some reductions have been made in the passenger rates to India.

The Roosevelt Steamship Co., which started activities by establishing agency connections on the Pacific coast, will soon start a service between New York and London with shipping board vessels.

Time Charter Interest Increases

During April there was an increased interest in time charters; likewise there was activity in the charter of sailing craft. The interest in sailers was due undoubtedly to the pending strike of the marine engineers. Among the unusual sail charters effected during April was the 4-mast schooner DUSTIN G. CRESSEY by the Boston Ship Brokerage Co. to carry general cargo from Boston to Danzig, a run in which sailing vessels are rarely employed. While it would appear the shipping conditions on this side of the Atlantic are in a bad way, they are said not to be nearly so bad as with other maritime nations.

Most English steamship men have been found admiring the earnings of American lines and wondering how it is possible. The American line of the International Mercantile Marine will operate upon a parity in booking rights in the German third-class business with other vessels in this trade. A modification has been made in the agree-

Donald Resigns

JOHN A. DONALD has resigned as a commissioner of the shipping board, his resignation drawing from President Harding an appreciation of Mr. Donald's faithful and patriotic service with the board. He was the only originally appointed commissioner to serve out his term, having been named by President Wilson Jan. 23, 1917. Mr. Donald has been the only commissioner with practical experience as a ship operator. His work with the board was so exacting that he suffered a collapse last fall from which he has largely recovered. He plans to locate in New York and engage in a consulting capacity with regard to shipping.

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ment between the shipping board and the U. S. Mail line and the chartering of the ex-enemy passenger vessels is now expected to proceed rapidly. The GEORGE WASHINGTON and the AMERICA are now being repaired and both are scheduled for the transatlantic trade this summer. These will be the largest vessels of the United States Mail fleet. The GEORGE WASHINGTON will be the last word in steamer comfort. Furthermore, the shipping board will allocate the new passenger vessels BLUE HEN STATE and the CENTENNIAL STATE to the United States Mail line for the London run, substituting these steamers for the PANHANDLE STATE and OLD NORTH STATE which, it is said, will be assigned the Ward line for the Spanish run.

Difficulties in the South American run, managed by the Munson Steamship lines, have continued. The MARTHA WASHINGTON is still tied up because of the dispute with port workers at Buenos Aires. The HURON proceeded no further south than Montevideo. The CALLAO is being utilized during the dispute at Buenos Aires.

It is said negotiations are on between a British company and the Mexican government to establish a line of small steamers between San Francisco and the Pacific ports of Mexico. The Canadian Government Merchant Marine, Ltd., is planning a Pacific service.

Shipping Assignments Are Made

The J. H. W. Steele Co. will load for the United Kingdom, exclusively, from Galveston, New Orleans and Texas City. The Lykes lines will load for Rotterdam, Hamburg, Bremen and Scandinavia, exclusively, from Galveston, Texas City and New Orleans. The Mississippi Shipping Co. will load for French Atlantic and Antwerp, exclusively, from New Orleans. The Tampa-Interocean Steamship Co. will load for Spanish Atlantic and Spanish Mediterranean, exclusively, at New Orleans. Trosdal, Plant & La Fonta will load for the Mediterranean, Adriatic, Greece, Turkey and Black sea, exclusively, from New Orleans and all other gulf ports. This firm has been assigned services from Savannah to French Atlantic ports, Antwerp, Rotterdam, all United Kingdom ports and Mediterranean and Adriatic ports, and also from Charleston and Jacksonville to Adriatic and Mediterranean ports, with the exception of the Spanish Mediterranean only.

Discuss New Charter

GROWING agitation for handling government vessels on a bareboat charter has brought out divergent opinions regarding the merit of this plan. The American Steamship Owners association has indorsed this basis for handling steel freight ships but has not acted on a form of charter drawn up by its special committee of which J. R. Gordon of the Union Sulphur Co. was chairman. This plan called for the shipping board refraining from competition with bareboat charterers. The board of governors of the U. S. Ship Operators association through President Charles H. Potter announces its opposition to the bareboat plan.

RATES STEADIER

Business with Orient Improves Under Firm Freights—Japanese Buy Grain—European Tariffs Up

The American Transatlantic Line, Inc., which has acquired the PHILIPPINES from the shipping board, is planning to use the steamer on a passenger service from New York to Libau and other Baltic ports. The United American lines will maintain its intercoastal services on a 10-day schedule hereafter, every other steamer going to Hawaii. The United Steamship Co., it is said, now that its shipping board tonnage has been withdrawn, will continue with chartered vessels its services to Cuba, Hayti, Santo Domingo and Porto Rico. It was said sailings would be made every two weeks from Galveston and Houston. The North Atlantic & Western Steamship Co. will make New York a regular port of call in its intercoastal service. The Pacific Mail Steamship Co. has made arrangements with the Halschaw Steamship Lines, Inc., and the Old Dominion Steamship Co., to issue through bills of lading on goods transferred from the coastal services to overseas destinations.

The Royal Mail Steam Packet Co. starts in transatlantic passenger services this month with the ORBITA. Later the ORDUNA and the OROPESA will be employed. Bolstering up its American connections, the R. M. S. P. in conjunction with the Holland-American line, is planning freight services from Vancouver, Seattle, via Panama to United Kingdom points.

Furness, Withy & Co. plan a new passenger service from New York to Quebec, beginning this summer with the WANDILLA, recently purchased from the Adelaide Steamship Co. of Australia. The Lloyd Royal Belge has moved into its own home in New York and expresses confidence in the outlook for business. The French line is beginning to advertise its new ship, the PARIS, extensively for the June trade.

Adjustment of Rates Aids Market

Further readjustments of ocean freights from North Pacific ports have brought rates to a basis of stability which has given shippers more confidence. Generally speaking, the changes have been downward. In wheat and flour rates to the United Kingdom and Europe, however, there was a slight advance due to considerable demand for this class of tonnage, but this upturn was not long maintained. Business is slightly better between this side and the Orient, although eastbound vessels are handling little cargo and Far Eastern ports are doing less than normal. Lumber has been booked to Japan and China, stimulated by a low rate of $10 per thousand feet. A month ago an effort was made to raise this to $15 but it failed.

Considerable interest attaches to the purchase of about 20,000 tons of wheat by Japanese for shipment to Nipponese ports. This is the first time in

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years that Japan has purchased wheat in this market as only recently has the price been attractive. This wheat is being moved at $7, the conference having recently cut it from $9. As flour is also on a $7 level, Pacific millers see little hope of doing business in Japan or China. Efforts to cut the flour rate to $5 have not been successful.

Some machinery is moving to the Far East, this rate having lately been reduced from $16 to $9. While steel is not moving in any quantity, the outlook is considered improved. Inquiries for cargo are more frequent.

In the intercoastal route, lumber is moving in fair quantities as are also shingles, canned milk, salmon and other miscellaneous cargoes. Lumbermen have been unable to get the conference rate cut below $20. However, an independent vessel is on berth and is booking lumber for New York at $19. The tie rate remains at $18 but tie orders have been cleaned up. Shingles are moving at 75 cents per 100 pounds and box shooks have been reduced from 70 to 60 cents per 100 pounds. The interchange of commodities between the two coasts is developing rapidly. Reduced rates on carload shipments have been announced by the North Atlantic and Pacific coast westbound conference from Savannah and North Atlantic ports. This is expected to attract shipments from the southeastern states to the Pacific.

The rate on Philippine hemp has been reduced from 75 to 70 cents per 100 pounds this applying only to the haul between Pacific and Atlantic ports.

There has been some activity during the month in the chartering of tonnage for the movement of wheat from north Pacific to Great Britain and the European continent. Following a low rate of $10.50 late in March, in April continued demand caused the market to grow firm. Shipping board vessels have recently been fixed at 65 shillings for United Kingdom-Continent or 70 shillings Mediterranean. The board has just established a rate of 70 shillings to one port of discharge in the Baltic not north of Stockholm. Foreign tonnage is at present offering at lower rates.

Demand on Gulf Coast Is Active

The full cargo steamer market from virtually all the gulf ports showed a tendency to become more active during the last half of April, the demand coming principally for grain and coal carriers. Inquiries from Scandinavia, West Italy and the River Plate showed an increase and several charters were placed for grain carriers to Grecian ports. The impression prevails among shipping interests on the gulf coast that rates to Europe will become firmer during May. The sailing vessel market is still quiet, inquiries being limited to the West Indies and some coastwise trade as far south as Tampico, Mexico. Few charters for lumber were closed during the month, but rates remain steady at the current low levels which were prevalent the first part of April, with more vessels offered than the demand justified.

Even tank ships, despite the large oil production in Mexico, show a falling off in rates. The present rate from Tampico to Galveston is around 22½ cents a barrel, as compared with $1.25 a barrel last August. Indications are that even lower rates will prevail since a number of tankers are yet to come off the ways. Few new charters have been made recently in any of the gulf ports and it is apparent charter rates on these tankers are sinking rapidly. Prices of voyage charters from the Mexican ports on the gulf to the United Kingdom and the Hamburg-Bordeaux range are reported at $10 a ton, while from Tampico to New Orleans, the charter rate is about 30 cents a barrel.

Charters were taken for grain during April at the following rates: To the United Kingdom 6/10½ @ 7s; to Greek ports, 32c per 100 pounds, prompt; to the west coast of Italy and the United Kingdom, 6/9; option to east coast, Italy, 7s, heavy grain; to West Italy, northern range, heavy grain, $5.85. Charters for coal in the same period were around $5.75. Charters for lumber from gulf ports in April were: Orange, Tex. to Tampico, p.t., prompt, and Gulfport to Buenos Aires, for May, $18.

Charters for general merchandise and miscellaneous cargo, same period; Gulf to Hamburg, May, $6.50, mainly sulphur, and American schooners, gulf ports to Trinidad, $2.50 net.

Eight steamships and eight schooners, barkentines and auxiliaries, privately owned, were offered for charter in New Orleans the last week in April, from gulf ports to scattered destinations. Some demand exists for coastwise trading vessels, somewhat larger than the 50 to 100-ton power boats now engaged in this work, and there seems to be a field for the operation of small power ships of 150 to 250 tons from Tampa, Fla., to the Rio Grande, at Brownsville. With the completion of western links of the Intercoastal canal, and the opening of the Inner Harbor & Navigation canal at New Orleans, coaster hauls will be increased from about 400 to nearly 900 miles.

Little Activity in Europe

In so far as American services are concerned, European marines have shown little activity of late, outside of a few sporadic instances. The Germans, nevertheless, are reputed to be shifting around for position and some important plans may be announced as soon as the reparations matter is out of the way. It is said the Hugo Stinnes Co., Hamburg, is opening a regular monthly service from Hamburg to Brazil and River Plate. A regular service between German ports and the west coast of South America has been inaugurated by the Poland Steamship line, Bremen. The Hamburg-American line will have three vessels in the New York run by June. The DEUTSCHLAND has been reconditioned.

A joint steamship service from Europe to South America, known as the Rotterdam-South America line, is reported to have been organized by the Van Nievelt Gourdriaan & Co.'s Steam Navigation Co. and the Holland-America line. The Companhia Nacional de Navegacao Italiana, it is learned, has started its service between Genoa, Italy, and Para, Brazil.

New Crews Keep Traffic at Normal

At Boston, the marine labor strike has delayed shipping somewhat, but in every case new crews have been obtained and operations soon returned to normal. Shipping companies at that port adopted the policy of hiring new men permanently rather than as strike breakers, and some companies reported three good men on hand to fill each opening. Traffic through the port remains at about the same aggregate as reported a month ago. The opening of the St. Lawrence river had the effect of cutting down shipments of grain to Hamburg

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Corrected to May 5, 1921

New York to	Grain	Provisions	Cotton (H.D.)	Flour	General Cargo cu. ft.	General Cargo 100 lbs.	††Finished steel	Coal from Virginia cities
Liverpool	$0.28½	$0.75	$0.57½	$0.33½	$0.45	$0.85	$8.00T	....
London	0.28½	0.75	0.57½	0.33½	0.45	0.85	8.00T	....
Christiania	0.30	0.50	0.72½	0.35	0.55	1.00	10.00T	$6.00T
Copenhagen	0.30	0.50	0.72½	0.35	0.55	1.00	10.00T	6.00T
Hamburg	0.24	0.55	0.50	0.29	0.45	0.82½	9.00T	5.50T
Bremen	0.24	0.55	0.50	0.29	0.45	0.82½	9.00T	5.50T
Rotterdam	0.25	0.50	0.45	0.30	0.40	0.75	8.00T	5.00T
Antwerp	0.21½	0.50	0.45	0.26½	0.40	0.75	8.00T	5.00T
Havre	0.20	0.40	0.45	0.25	0.25	0.50	6.00T	5.50T
Bordeaux	0.20	0.40	0.45	0.25	0.25	0.50	6.00T	5.50T
Barcelona	0.30	1.25	0.75	0.65	—20.00T—		16.00T	6.25T
Lisbon	0.30	1.25	0.75	0.65	—20.00T—		16.00T	6.00T
Marseilles	0.30	0.75	0.75	0.40	—22.00T—		12.00T	6.25T
Genoa	0.25	0.75	0.50	0.65	0.50	1.00	9.00T	6.25T
Naples	0.25	0.75	0.50	0.65	0.50	1.00	9.00T	6.25T
Constantinople	0.35	18.00T	1.00	0.40	—22.00T		15.00T	8.50T
Alexandria	0.35	18.00T	....	0.40	—22.00T—		15.00T	8.00T
Algiers	0.35	25.00T	....	0.40	—25.00T—		12.00T	6.25T
Dakar	....	23.00T	....	23.00T	—23.00T—		20.00T	....
Capetown	27.00T	27.00T	27.00T	30.00T	—27.00T—		20.00T	....
Buenos Aires	....	....	....	....	—20.00T—†		12.00T†	5.50T
Rio de Janeiro	....	....	....	....	—22.50T—†		16.50T†	5.75T
Pernambuco	....	....	....	....	—23.50T—†		17.50T†	5.75T
Havana	0.46*	0.50*	....	0.46*	0.47*	0.94*	0.46½*	2.00T
Vera Cruz	....	0.70	....	0.75	0.52½	1.05	0.60	....
Valparaiso	....	1.25	1.16	1.00	0.74	1.32	16.00T	5.50T
San Francisco	....	0.75	....	0.85	....	....	0.75	....
Sydney	....	....	....	....	25.00 to 30.00T		15.00T	....
Calcutta	....	21.00T	....	....	—21.00T—		18.00T	....

T—ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per M. ft.
San Francisco	$8.00
South California	9.00
Hawaiian Islands	15.00
New Zealand	20.00
Sydney	20.00
Melbourne-Adelaide	25.00
Oriental ports	10.00
Peru-Chile	20.00
South Africa	27.00 to 30.00
Cuba	20.00
United-Kingdom	200s
United Kingdom (ties)	150s
New York	$20.00
New York (ties)	18.00
Flour and Wheat	
Oriental ports	$ 7.00T
United Kingdom	60 to 65 sT
Scandinavia	60 to 65 sT
Mediterranean	63 to 65 sT
Steel	
Oriental ports	$ 5.88T
Cotton	
Oriental ports	$10.00T

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	52	6
Coal, South Wales to Near East (nominal)	20	0
Coal, Newcastle to France (nominal)	7	6
Iron ore, Bilboa to Middlesborough	7	6
General British market, six months time charters, per ton per month	6	0

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil 16 baume per barrel	Diesel oil gravity 27 per gallon
January 8	$7.00	$2.94	10 cents
February 5	5.40 @ 6.80	2.50	9 cents
March 7	5.25 @ 6.75	2.35	9 cents
April 6	6.40 @ 6.75	1.95	6.5 cents
May 7	6.35 @ 6.50	1.85	6.5 cents

At Philadelphia

	Coal per ton	Fuel oil 16 baume per barrel	Diesel oil gravity 27 per gallon
January 10	$9.45	$2.08	.....
February 8	8.40	2.31	8.2 cents
March 7	7.60	2.10	6.5 cents
April 7	5.75 @ 6.00	1.98	5.7 cents
May 10	5.50 @ 5.90	1.68	6.2 cents

and Antwerp and on some of the other European services, but exports to Scandinavia have improved, and this together with an improvement in coast to coast trading has offset the tonnage lost to Montreal. The strike in England has appreciably reduced exports to that country from Boston. Trading to France also declined and lines operating between Boston and Italy report practically no change in tonnage.

Despite the declining trade with England, Patterson, Wylde & Co. have added two new steamers to their service between Boston and Manchester. These are the NORUMBEGA, 4544 tons, and the WESTPORT, 4176 tons. Exports to England from Boston consist principally of New England manufactured products and foodstuffs. A recent sailing with full cargo from Boston contained wire in coils, shoes, machinery, cattle and matchwood. Sailings during the past month have been made to Buenos Aires, Cuba, China, Japan and Philippines, Constantinople and Jamaica, in addition to the regular services.

The readjustment of wages and the increase in export orders reported by many New England manufacturers indicates gradual improving conditions at the port of Boston through the spring and early summer.

South American Rate Swings Upward

From Our European Manager

London, May 10.—(By cable) Advances in the rates from the river Plate feature the month's ship market. With the exception of inbound coal ocean trade is generally dull. Far eastern markets continue at the same level, Australian coal again going to India at 27 shillings 6 pence. Deck and engine room men have accepted the wage reduction of 50 shillings a month. Stewards are trying to resist enforcement of reduction. Nonunion men are unloading coal. Coincident with the declaration by James A. Farrell at the Cleveland (Ohio) meeting of the National Foreign Trade council favoring a proportionate reduction in the various national fleets of the world to accommodate the reduced cargo offerings, the British Chamber of Shipping is actively arranging an international shipping conference in London in October. About six million tons of British ships are idle.

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

FRANKLIN D. MOONEY, president of the New York & Porto Rico Steamship Co., has been elected president of the Atlantic, Gulf & West Indies Steamship Lines, succeeding A. R. NICOL. Mr. Nicol remains as a director. Other officers of the company, re-elected, are: Chairman of the board, GALEN L. STONE; vice president, RICHARD F. HOYT; treasurer and secretary, R. C. MCBAIN; assistant treasurer, WILSON C. PEEK; assistant secretary and secretary of executive committee, C. H. WONACOTT; clerk, AARON COLE; members of executive committee, E. J. BERWIND, F. C. FLETCHER, R. F. HOYT, F. D. MOONEY, A. R. NICOL, and GALEN L. STONE.

* * *

FRED A. BRADLEY, freight manager of the Polish American Navigation Corp. until Jan. 15, has rejoined the staff of the company.

* * *

CHARLES HAYDEN of Hayden, Stone & Co., has been elected a member of the board of directors of the American Ship & Commerce Corp., New York.

* * *

C. K. WEST has organized the Northwest Shipping Co., Portland, Oreg. He formerly was with the Globe line and later manager of the Oconee Steamship Co.

* * *

T. O. MULLER has been elected president of the Atlantic Fruit Co., succeeding N. A. McLeod, resigned. A. H. RICHARDSON has been promoted to the vice presidency.

* * *

SAMUEL C. STOCKING, assistant general freight agent of the Admiral line, has resigned after twelve years of continuous service with the Pacific Steamship Co. to become manager of the Terminal Dock Co., Tacoma, Wash.

* * *

W. P. COLLINGS, for five years senior surveyor in the northwest for Lloyd's, has been recalled from Seattle and assigned to Sunderland, Eng. During his work at Seattle, Mr. Collings supervised the construction of 65 steel steamships and 108 wooden carriers.

* * *

WINTHROP L. MARVIN has retired as editor of the *Marine Journal* and is succeeded by HENRY WILTBANK, formerly of the staff of the New York *Tribune*. Mr. Marvin is general manager of the American Steamship Owners' association and author of *The American Merchant Marine*.

* * *

CAPT. ALBERT F. BROWN for the fifth successive term has been elected president of the Vessel Owners and Captains association, Philadelphia. CHARLES E. DAVIS was elected vice president, MAURICE E. GERHARD, secretary, THEODORE B. PALMER treasurer and HOWARD M. LONG solicitor.

HARRY W. COWAN

* * *

CAPT. CLARENCE C. DECKER has been appointed port captain at New York for the United States shipping board, succeeding Capt. J. N. Patten, resigned.

* * *

SUSUMU TAKAMATSU, general manager of the International Steamship Co. of Japan, is on tour of the gulf ports, inspecting the steamship service of his company between those ports and Kobe, Yokohama and other points of Japan, with a view to adding more steamers to the service.

* * *

E. B. HILL, elected vice president of the Bethlehem Shipbuilding Corp., Ltd., succeeding J. W. POWELL, has been elected a member of the administrative council of the Atlantic Coast Shipbuilders' association, representing the New England section and also succeeding Mr. Powell who resigned.

* * *

J. G. MILLER, assistant treasurer of the Baltimore Dry Docks & Ship Building Co., Baltimore, has been placed in charge of purchases and stores, in addition to his other duties.

* * *

W. A. HARRIMAN recently was elected chairman of the American-Hawaiian Steamship Co., the American Ship & Commerce Corp., and the American Ship & Commerce Navigation Corp. He is also chairman of the United American Lines, Inc., and the Merchant Shipbuilding Corp. R. H. M. ROBINSON was made president of the American Ship & Commerce Corp., and of the American Ship & Commerce Navigation Corp. HENRY DEARBORN was elected president of the American-Hawaiian Steamship Co., succeeding his father, George S. Dearborn. J. D. TOMLINSON, who has been operating manager of the United American Lines, Inc., was chosen vice president of the American-Hawaiian Steamship Co. and E. C. TOBEY, vice president of the United American Lines, Inc., was placed temporarily in charge of operations. HARRIS LIVERMORE continues as president of the United American Lines, Inc.

* * *

HARRY W. COWAN, director of operations of the Canada Steamship Lines, Ltd., of Montreal, rapidly has assumed a leading position in Canadian shipping affairs. Though only 35 years of age, he is identified, through directorships, with some of the dominion's chief shipping interests. These include the Canada Steamship lines, Collingwood Shipbuilding Co., Ltd., Tidewater Shipbuilders, Ltd., and Ogdensburg Coal & Towing Co., Ltd.

His first activity in the line of transporation was with the Grand Trunk railway, whose employ he entered in 1902. From 1904 to 1909 he was agent of the Montreal & Lake Superior Steamship line at Toronto and later of the Merchants' Mutual line at Toronto. He became operating superintendent of the Canada Steamship lines in 1914 and later director of operations.

His headquarters are in Quebec, where he makes his home.

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How Law Affects Fuel Suppliers

Analysis of Changes Made in Legal Standing of Firms Supplying Fuel to Ships

FIRMS supplying fuel to American and foreign vessels both in the United States and foreign ports have a different legal status than formerly. This results from the merchant marine act of 1920. The following summary of the present rights of such firms was prepared by Willard, Sutherland & Co., New York:

Prior to the passage of the shipping act and merchant marine act of 1920 the only liens superior to a coal supplier's were liens for torts; that is, collisions, etc., liens for salvage and liens for seamen's wages. However, as only in very rare cases did these liens equal the vessel's value, the coal supplier's lien was practically sure to be good if promptly exercised.

The merchant marine act created a preferred mortgage, which is given priority over the lien of the coal supplier, and which may be given on any steamer flying the American flag. The ordinary marine mortgage still remains in its secondary position as against coal supplier's rights.

Who Can Order Fuel

The following persons are presumed to be authorized by the owner to buy coal for the steamer and care should be exercised to assure that they are acting specifically for the owner: (1) The managing owner. (2) The ship's husband. (3) The master. (4) The owner's agent.

Under American law it is immaterial that a mortgage exists on a foreign ship, as the coal supplier's lien is superior to a foreign mortgage.

We summarize the rights of a supplier in the following named cases, this being the United States law applying to all ships bunkering in United States ports:

Private-owned American ship operated by owner—No preferred mortgage—Coal supplied under these conditions creates a lien against the vessel until the account is settled.

Private-owned American ship operated by owner on which there is a preferred mortgage—Coal supplied to a vessel under these conditions creates a lien against the vessel, which lien is secondary to the preferred mortgage. If the supplier, in order to force the payment of the account, libels the ship and the vessel is sold under the libel, the preferred mortgage must be entirely satisfied before any payment can be applied on the coal lien. This contingency may be avoided, however, if the supplier would demand of the master that he be shown the ship's register or certificate of enrollment, which must, by law, contain a notation of the mortgage, if any exists. Should there be no mortage noted, the lien for coal takes precedence as a maritime lien.

Private-owned American ship under time charter with a preferred mortgage—Under practically all forms of time charter the time charterers, and not the owner, have to furnish the fuel. Therefore, the supplier has no lien on the vessel itself for supplies furnished upon the order of the time charterers, and he must depend upon the credit of charterers only, unless the supplier had no way to learn that the vessel was under time charter.

Private-owned American ship under time charter without a preferred mortgage—The fact of there being no preferred mortgage on the vessel does not alter the position of the supplier from the preceding case. The time charterer under practically every form of time charter is required to furnish the fuel, and it is on his credit that the supplier furnishes the fuel, unless the supplier had no way to learn that the vessel was under time charter.

Private-owned American ship on which there is a preferred mortgage operating under a trip charter—A vessel under these terms is operating for owner's account and the supplier is in the same position as though the ship were without a charter party covering the voyage; the only question would be: Is the vessel's equity over and above the preferred mortgage sufficient to satisfy her supply bills in case she should be libeled and sold to satisfy same?

Against Federal Ships

Private-owned American ship on which there is no preferred mortgage operating under a trip charter—A vessel under these terms is operating for owner's account, and the supplier is in the same position as though the ship were without a charter party covering the voyage, and the supplier would be furnishing the fuel to the credit of the vessel.

American government steamer owned and operated by United States shipping board or an agent thereof—Coal supplier has no lien, but can bring suit against the United States in an admiralty court for amount of his bill. Credit of the United States is pledged to payment of bill.

American-owned steamer operating under a bare-boat charter—A vessel operating under this form of charter is operated entirely on the credit of the charterer and the supplier would have no lien against the vessel for supplies furnished.

Foreign-flag ship operated by owner—Coal supplied on the order of the owner, his agent or master of the vessel constitutes a lien against the vessel until same is paid. Immaterial whether there is or is not a mortgage.

Foreign-flag ship under charter other than time charter—This condition is the same as if the vessel were operating for the owners direct, and the credit conditions are the same as preceding case.

Foreign-flag ship operating under time charter—Coal supplied to a time-chartered vessel is for account of the time charterers, and supplier has no lien on the vessel for coal supplied unless he had no way to learn of the existence of the time charter. Suppliers must look to credit of charterers only.

Guide for Foreign Depots

In a general way the above summary will be a guide for foreign coal depots in supplying United States ships and foreign ships en route to the United States. Such foreign depots, in order to properly protect their rights in American courts against steamers presently proceeding to the United States should have the master sign a draft in the usual form, binding the ship and her freight for its faithful payment. The giving of such a draft should enable suppliers to hold the ship in the United States for the amount of their account, even though the law of the country in which the coal was supplied does not create a maritime lien therefor.

The maritime laws of foreign countries differ greatly and it is not possible to state with any reliability what attitude foreign governments will take as to the application of United States maritime laws, including the question of the preferred mortgage. It is not possible, therefore, to predict what courts other than those of the United States will do with respect to enforcing the new laws of the United States respecting liens against vessels. The above, however, will be a guide to those furnishing coal to ships in the United States and to ships presently proceeding there.

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Activities in the Marine Field

Latest News From Ships and Shipyards

Lake Operators Take Care of Men

BY M. L. FEISER

TRAFFIC on the Great Lakes having failed to reach proportions calling for a large active fleet, more vessels, which had been brought out in anticipation of the season's shipping, have been laid up. Opening quietly, the season's traffic has continued quietly. The grain shipments have been so small that only a little tonnage has been required. Ore sales have been practically nil with the result that little outside tonnage has been required. With conditions continuing as they are, many of the ships which have been held at dock likely will not be started this season.

The usual good treatment accorded seamen on the lakes may be seen in the present action of the steamship companies in reassigning the men whose long and faithful careers have warranted their retention in service. Assignments early in the year called for operation of a larger fleet of ships than today is necessary on the lakes and in laying up the idle vessels, the owners have given captains berths as first mates, chief engineers posts as assistants, etc. In doing this, the members of the Lake Carriers' association have guaranteed the reassigned men that their season's earnings will not be less than 50 per cent of the wages fixed for the season in positions to which they at first were assigned.

Licensed officers' wages have been reduced 15 per cent. Unlicensed members of the crew having received relatively greater wage advances have been placed on the following basis:

	Per month
Chief Cooks:	
Vessels over 4000 gross tons	$145
Vessels under 4000 gross tons	130
Boatswain	115
Deck engineers	112
Wheelsmen, Lookoutsmen	100
Firemen, oilers, water tenders	100
Ordinary seamen	70
Coal passers	65
Second cooks	85
Porters	65
Deck watches	80

* * *

The R. R. RICHARDSON, steamer of the Pittsburgh Steamship Co.'s fleet, recently took the first cargo of ore loaded at Escanaba this season.

* * *

Striking an obstruction while upbound with coal, the steamer ADRIAN ISLEN was drydocked at Milwaukee for replacement of eight plates.

* * *

Capt. Alfred D. McNevin, well known as an authority in nautical affairs and for some time an adjuster of compasses and other nautical instruments on the Great Lakes and the Atlantic, died recently in Detroit after a year's illness. He was 58 years old.

* * *

Capt. R. W. England of the Interstate Steamship Co., has been elected a member of the advisory committee of the Great Lakes Protective association. He succeeds the late W. H. Becker.

* * *

Buoy 1, a third class spar at Big Bay point, South Side, Lake Superior, reported about a half mile west of its proper location last fall, has been replaced in its correct position, according to Edward L. Woodruff, superintendent of lighthouses.

* * *

Reduction in rail rates on grain from Georgian bay and other Canadian ports to Montreal has resulted in the diversion of important tonnages from Buffalo to Canadian ports, the Corn Exchange at Buffalo recently announced. The trunk line association has been asked to meet the reduction.

* * *

Ore shipments in April were greater than had been expected, dumpings at the head of the lakes totaling 176,211 tons. However, this is 54,643 tons under the April shipments of a year ago.

* * *

F. B. Smith, who resigned last winter as fleet engineer of the Pittsburgh Steamship Co., was presented with a diamond ring by the chief engineers of the line at a recent fleet meeting. Mr. Smith is continuing with the fleet in an advisory capacity.

* * *

The Labeau Wrecking Co., Toledo, recently bought the wooden steamer, R. P. FITZGERALD of St. Clair, owned by Captain Amig, at a United States marshal's sale.

* * *

Judge Arthur J. Tuttle of the United States court at Detroit has held that the steamer E. E. SLICK, downbound with ore, and the steamer A. A. AUGUSTUS, upbound with coal, were both at fault in a collision near Southeast Shoal, Lake Erie, May 11, 1918. Damages were divided.

* * *

The department of marine and fisheries of Canada has changed the revolving white light on the extremity of a low point on Clark Point, Lake Huron, to a flashing white, showing a flash every two and a half seconds. The fixed white light on a point at the west end of Pie island, west entrance to Thunder bay, Lake Superior, is to be replaced by a white acetylene gas light, shown from a seventh order lens. The light is to be unattended and the hand fog horn is to be discontinued.

* * *

William Lucking, an attorney of Detroit, filed suit in the United States court there to enjoin the Detroit & Cleveland Navigation Co. from discontinuing service on its Mackinac line. At the hearing, attorneys for the company declared the court had no authority to act, while Lucking and state attorneys who had intervened, declared the company a common carrier which cannot abandon service at will.

* * *

Capt. J. A. Holmes, former secretary of the Shipmasters' association, who retired from command of the HESPER in the Bradley fleet in 1906 after many years of service, died May 9 in a Cleveland hospital. He was 84 years old.

* * *

Delivery of the freighters CANADIAN HARVESTER at Port Arthur, CANADIAN LOGGER at Midland, and CANADIAN PATHFINDER and CANADIAN ENGINEER at Toronto, will complete the construction program of the Canadian merchant marine.

* * *

Fred M. Harmon, fleet engineer of the Wilson Transit Co., has been appointed superintendent of repairs for the United States shipping board. He will be stationed at Newport News and Norfolk where a large number of vessels of the Emergency Fleet corporation are laid up.

* * *

The Cleveland-Cliffs Iron Co. has given the Reid Wrecking Co. the contract for floating the steamer J. H. SHEADLE, which is on the bottom at Marquette, and towing her to Ashtabula. She went on the rocks while backing away from the ore docks last November.

* * *

Fred I. Kennedy, the Reiss Steamship Co.'s manager, has been elected a member of the advisory committee of the Great Lakes Protective association, succeeding Peter Reiss of Sheboygan, resigned.

* * *

The ALFRED H. SMITH, of the Great Lakes Transit Corp., was the first vessel of the line to go into commission for the season, leaving Buffalo for Duluth, April 22, stopping at Detroit.

* * *

The steamer VINDAL, ex-Jesse Spauld-

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ing has been sold by Gritzmacher, Guthries & Co., New York, to lake interests. She formerly was a lake boat and will go back into service on the Great Lakes.

* * *

Capt. Thomas Stevenson has been placed in command of the W. J. CONNERS, flagship of the Great Lakes Transit Corp. Last season he was master of the NORTH LAKE. Capt. Alec J. McPherson, who sailed the UNDERWOOD last season, now is in command of the NORTH STAR which was sailed by the late Captain Blair.

* * *

The PETER REISS was the first steamer to sail for Buffalo with grain from Fort William.

Up and Down the Pacific Coast

IN AN effort to attract new business and remove handicaps under which the port has suffered, the port of Seattle and two privately owned docks announced that on May 8 all wharfage charges were abolished. The old tariff provided for a wharfage charge of 25 cents a ton on imports and 30 cents a ton on exports, these being assessed against the shipper. The railroads have proposed a new wharfage charge of 15 cents per ton, to be paid by the shipper, the same toll as is imposed at San Francisco. However, the port is firm in its determination to abolish the wharfage charge entirely. The handling charges on export and import cargo now fall on ships and railroads, each being assessed one half, this amounting to $1.30 per ton covering handling between ship's tackle and railroad car to point of rest in the warehouse.

* * *

Apple growers of Washington and citrus shippers of southern California have joined in an agreement to guarantee 9500 carloads of perishable fruit to a steamship line, the name of which is not announced, which has offered a tentative proposition to handle this cargo to gulf and Atlantic markets at a rate substantially lower than the present all-rail rate. Washington apple producers will guarantee 4000 carloads of the total and will store them in public terminals at Seattle where the rate has been cut from $2 to $1.60 per ton.

* * *

The port of Marshfield, Oreg., on Coos bay, is spending $25,000 in waterfront improvements which include a large dock warehouse and a 20-ton electric crane. The dock will be 600 feet in length when completed.

* * *

Making a trip half around the world in ballast to obtain cargo, the Norwegian schooner J. W. CLISE is loading lumber in Seattle for Callao. She was 92 days enroute via the Panama canal. From Norway the J. W. CLISE sailed to Barbadoes in ballast, but was unable to obtain cargo there and was ordered to Puget Sound. The run from Panama to Puget Sound was made in 55 days.

* * *

Because of lack of business, three new vessels of the Canadian Western Steamship Co. are riding at anchor at Vancouver, B. C. They are the MARGARET COUGHLIN, CITY OF VANCOUVER and CITY OF VICTORIA, all of which have returned from British ports.

* * *

Elaborate plans are being made for the annual convention of the port authorities of the country, which will be held in Seattle in October. Representatives of ports from all parts of the world are expected. Following adjournment, the meeting of port authorities of the Pacific coast will convene at Vancouver, B. C.

* * *

Resumption of lumber shipments from Puget sound to the west coast of Mexico by sailing vessel took place with the dispatch of a cargo of 1,000,000 feet of railroad ties consigned to Guaymas. This is the first cargo to go in sail since 1914, prior to which year the Mexican trade purchased heavily of north coast lumber.

* * *

The Canadian Government Merchant Marine, Ltd., intends in the near future to establish a new line between British Columbia ports, Seattle and San Francisco. A regular 10-day service is planned with the new steel carriers, CANADIAN ROVER, CANADIAN FARMER and CANADIAN BEAVER, vessels of 3940 tons. Passengers also will be carried.

* * *

While there is not a rush to Alaska this spring, the movement to the north has been larger than for several years, it being estimated that 3000 people have left Seattle for Alaskan ports in the last 60 days. General activity in the coal and oil fields and on the Alaskan railroad is attracting a larger number than usual.

* * *

The motor ship KAMCHATKA, 12 days out from Seattle for the Siberian coast on a trading expedition, took fire and on April 15 was abandoned 200 miles off Pirate Cove, Aleutian islands. The survivors numbering 27 reached shore safely after eight days in open boats. The KAMCHATKA carried a cargo valued at $300,000 for trading purposes along the Siberian coast. She was formerly the steam whaler THRESHER of San Francisco and for many years was engaged in whaling in the Arctic. The vessel was built at Bath, Me., in 1883.

* * *

The tug HERO of Seattle has been purchased for $30,000 by Henry C. Peterson, San Francisco, and has arrived at the latter port.

* * *

A. E. Chisholm, a Seattle diver, has made what is claimed to be a world's record for deep sea diving when he descended 440 feet below the surface in Seattle harbor and remained below for 30 minutes. The previous record is said to have been made in Honolulu when a navy diver went to a depth of 288 feet. Chisholm made his record in a diving machine of his own invention. It consists of a steel tube 15 feet long and closed by a manhole door weighing 200 pounds. At one end it has a twin pronged "hand" made of a metal tube with which intricate work can be performed. The machine is lowered and raised by a donkey engine operated on a scow.

* * *

The Canadian Government Merchant Marine, Ltd., has booked a cargo of lumber from British Columbia mills for South Africa and will assign one of its new carriers to this business. This will mark the entry of this new line into the South African trade.

* * *

Fire aboard the Japanese liner TATSUNO MARU at Seattle April 16 damaged cotton valued at $17,700. For a time the blaze threatened to assume serious proportions but it was confined to one hold. There were 118 bales of cotton damaged while 300 tons of steel were discolored by water. The damaged cargo was speedily replaced and the vessel sailed on schedule.

* * *

With the departure of the American steamer WENATCHEE and the arrival of the Japanese liner FUSHIMI MARU in April, the new ocean terminal Smith Cove B., a unit of Seattle's port terminals, was officially inaugurated. At a banquet given the Nippon Yusen Kaisha officials to celebrate the event, M. Watanabe, manager of the Japanese company's Seattle office, bade welcome to the new American service, expressing the conviction that as competition is the life of trade better service will be assured the north Pacific. Because of American competition the N. Y. K. will cut its transpacific schedule from 14 to 13 days.

* * *

Withdrawal from the Mexican and Central American route and the establishment of a new service between Portland and Los Angeles is announced by the Pacific Steamship Co. Failure of business on the West Coast run and the encouraging prospects of trade out of Portland induced the company to make the new arrangements.

* * *

Construction of an ocean and salmon storage terminal at Seattle by the Oregon-Washington Holding Corp. is announced. Work will be begun at once and $300,000 will be spent. Concrete and tile construction has been adopted and 110,000 square feet of storage space for all kinds of cargo will be provided.

* * *

Longshoremen of the lower Columbia river are on strike because the employers adopted a new rule eliminating traveling time and board and lodg-

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ing while workers are moving from one port to another.

* * *

Establishing a new north Pacific record, the new ocean-going steel tug SEA MONARCH towed the ship SANTA CLARA from San Francisco to Blaine, Wash., in 82 hours. The distance is about 850 miles.

* * *

It is not likely codfishing will be prosecuted in north Pacific waters this season as operators and fishermen have failed to agree as to wages. The companies propose a reduction of 45 per cent which the men have refused to accept. Consequently the vessels of the fleet are idle in port.

Activities Along the Gulf Coast

MEXICO bought 76 per cent more goods through New Orleans in 1920 than it did in 1919, and the Louisiana port's commerce with its southern neighbor increased $11,573,988 for 1920 over 1919. The trade in 1919 was worth $51,756,386 as compared with $63,330,374, in 1920. At the end of 1919, the trade balance was $15,171,454, in favor of Mexico, but in 1920 this balance had been reduced to $907,932, in favor of Mexico. These figures are compiled by the research bureau of the New Orleans Association of Commerce. Wheat flour led the list of exports for 1920, with 95,172 barrels, worth $1,157,834. Sugar led the imports, 15,963,244 pounds being brought in.

* * *

The Munson Steamship line opened a branch office in New Orleans May 1, with J. H. Cadzow in charge, and F. E. Beeson as his chief clerk. Mobile remains the headquarters for the gulf and southern business of the company.

* * *

Despite the low ebb in shipping, the port of New Orleans made a good showing in the first quarter of 1921, according to Hayden W. Wren, superintendent of the port. During the three months, 662 vessels entered the port, 91 with general cargo, 124 with fruit, 39 with sugar, 19 with coffee, 44 with oil, 14 with molasses, and 29 with sisal. But, again demonstrating that American vessels come home empty from many voyages, 208 were in ballast. Three whole shiploads of chicle, the basis of chewing gum, are on the list. Grain was the principal export carried by the 631 ships which cleared from the port in the first quarter of 1921, 20 complete cargoes of wheat and four of corn being listed. Sixteen loaded tankers left for foreign ports and 401 vessels carried general cargo.

* * *

Towing of steamers from place to place in New Orleans harbor has about doubled in point of charges in the past four years, according to the report of the expense committee of the New Orleans Steamship association, which has been investigating the reason for the excessively high port charges at New Orleans. Several owners of towboats have indicated that towing charges would be reduced radically in New Orleans by June 1 at the latest. The committee announced that it had secured a reduction of 10 cents a ton in stevedoring charges on sugar at the American Refining Co.'s wharf, and of 5 cents a ton at the city's publicly owned wharves. The rates are still high, however, as compared with those of other ports along the gulf, and with those of other ports of the same size in other parts of the United States.

* * *

Lykes Bros., steamship operators of New Orleans and Galveston, have arranged to operate a through steamship service from Beaumont, Tex., to West Indian ports. The first steamer left the municipal docks at Beaumont, May 5, and the second is scheduled to leave May 20. The two ships assigned to this service are the LAKE FAIRLE and LAKE FLOURNOY. Both are 4000 tons, lake type steamers, and are owned by the United States shipping board. A forwarding company has been formed with capital of $25,000 in Beaumont, with Frank Keith as president, to handle partial cargo business of rice, lumber, and other products from the Texas port.

* * *

April allocations of shipping board vessels to gulf operators include the following: MARNE, 9600 deadweight tons, recommissioned, to Lykes Bros., to Galveston for service from there to German ports; NOBLES, 7825 tons, to Lykes Bros. for operation between New Orleans and Rotterdam; JACKSONVILLE, 3100 tons, to Tampa-Interocean Co. for service between New Orleans and Spanish Atlantic ports; CORMORANT, 7840 tons, to Mississippi Shipping Co. for New Orleans-French Atlantic ports; COLTHARPS, 7825 tons, to Page & Jones, for Mobile-French Atlantic service.

* * *

The federal government of Mexico has appropriated 6,780,000 pesos ($3,390,000) to construct a municipal wharf at Vera Cruz. This wharf is to be 1125 feet long and 330 feet wide, according to reports reaching the Mexican consulate-general at New Orleans. The wharf will be operated privately for 20 years, and then pass to the municipality. Seven ships can be berthed simultaneously at the new wharf, which will be completed in two years, and which will be backed by warehouses for storage of cargoes.

* * *

The shipping board steamer WESTFORD, 8557 tons, which has been laid up at Mobile, has been assigned to J. H. Winchester & Co., New York, and sent by that company to New Orleans, where she will load grain for Grecian ports.

* * *

Bemis Bros. Bag Co. has ordered all its imports of burlap, amounting to about 800 carloads a month, brought in through New Orleans, and handled to the factories in the Mississippi valley on the government-operated barge line, according to Herman J. Rohling, general manager of the company. This company previously imported through Pacific and Atlantic coast ports. The steamer HOWICK HALL, first flying the American flag to come from Calcutta through the Suez canal to New Orleans, discharged 400 carloads of burlap from India, through New Orleans to the barge line, in April. The steamer STEEL TRADER, also arrived in New Orleans from India, late in April, with 470 carloads of burlap. This burlap is shipped to factories in Memphis, St. Louis, Indianapolis, Kansas City, Omaha, and Minneapolis. Lower all-water freight rates caused the change.

* * *

For the first time since the United States entered the war against Germany, there are German vessels moored in New Orleans harbor, taking on cargo. They are the AMASSIA and the ACUTNEY, loading for German ports through the agency of Richard Meyer & Co.

* * *

The Petroleum Import & Export Co. has awarded a contract for a wharf 500 feet long and 30 feet wide, in front of its plant at St. Rose, La., to N. G. Scott, New Orleans. This company is a subsidiary of the Carson Petroleum Co.

* * *

The Norwegian steamer IMPERATOR, formerly operated by the United Fruit Co., but which has been laid up for about a month, has been chartered by D. Giorgio & Co., Mobile, and placed in this firm's Cuba-New York fruit service.

* * *

The Norwegian steamer BALTO, which cleared from New Orleans late in April, carried 120,000 bushels of wheat in bulk, almost a record cargo, consigned to British agents in Liverpool. This large cargo was loaded in three days. The BALTO came to New Orleans in water ballast, from Norfolk, and was consigned to Richard Meyer & Co.

* * *

Capt. Abraham Perkins Boardman, for 52 years a captain on the Mississippi river, and for 22 years master of the railroad ferries of the Texas & Pacific railroad, died at his home in New Orleans April 20. He obtained a pilot's license when only 17 years old, and had been closely connected with river traffic ever since.

* * *

The seagoing tug W. H. WILLIAMS, belonging to the Doullut & Williams Shipbuilding Co., Inc., New Orleans,

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has reported from Galveston, after a battle of nearly one month with storms, adverse winds and tides on the Gulf of Mexico, during which it lost two steel barges it was towing to Tampico. The crew and tug are safe in the Texas port.

* * *

Approximately 2000 sailors are idle in New Orleans, waiting for a revival of shipping.

* * *

W. O. Hudson, president of the New Orleans dock board, announced late in April, that a loan of $50,000 had been arranged, whereby the publicly owned coal tipple can be completed.

* * *

The dock board is seeking funds for construction of another marine leg on the publicly owned grain elevator at New Orleans, to accommodate more ships for simultaneous loading.

* * *

The interstate commerce commission has ordered a thorough investigation of all charges made by railroads for wharfage, handling, storage and other similar services at South Atlantic and Gulf ports, at and south of Hampton Roads, Va. The commission also will inquire into the propriety of making terminal charges a part of a whole service rate to be established by these carriers. The investigation is the result of numerous complaints of rates at southern ports. Those ports to be investigated include Norfolk, Charleston, Savannah, Mobile, Pensacola, New Orleans and Galveston.

* * *

Plague conditions still exist in Mexican ports, according to the New Orleans office of the United States public health service, and the 6-day quarantine period required of all vessels leaving those ports will remain in force unless the surgeon-general at Washington takes unexpected action to lift it, according to Dr. M. S. Lombard, assistant surgeon in charge of the work at New Orleans.

* * *

Charging that the force of employes at the United States naval station at Algiers, across the river from New Orleans, is being so reduced as to invite the closing of the station; and asserting that, while estimates of the naval station for repairs to government ships have been the lowest, the work has been given to private yards, the mechanical employes of the station, in April, adopted resolutions demand a full investigation of the situation. About 800 men attended the meeting at which the resolutions were adopted.

* * *

The Memphis, Helena & Rosedale Packet Co., West Point, Miss., better known as the Adams line has purchased a new steel-hulled river steamer, from James Rees & Sons, Pittsburgh, and will put her into service between Memphis and St. Louis. The new steamer is 180 feet long, 33 feet wide and draws 5 feet 6 inches. She has stateroom capacity for 100 passengers and carries freight only on her main deck.

* * *

The CHOLUTECA, second of the 3000-ton special-order steamships built for the Cuyamel Fruit & Steamship Co. by the Newburgh Shipyards, Inc., Newburgh, N. Y., arrived at New Orleans April 12, for the first time, coming from Puerto Cortez, Honduras, with a full cargo of bananas. The CHOLUTECA is commanded by Capt. A. Clark, who also brought out the first of the trio, OLANCHO, now in charge of Captain Abujuta. COMAYAGUA, the third of the the Cuyamel ships, was launched at the Newburgh yards about the end of April.

* * *

The Pacific-Caribbean-Gulf line has begun routing its steamers from New Orleans to Los Angeles direct, without stops at Colombian ports, as formerly, according to announcement by the J. H. W. Steele Co., New Orleans representative of the line. The elimination of the Colombian ports affords much quicker time between New Orleans and Pacific coast ports, and reduces marine insurance considerably.

* * *

The Mallory line, operating between New York and Mobile, has announced the opening of an all-water service between the former port and Birmingham, as well as points between Mobile and Birmingham, via Warrior river barge service. The temptation to shippers to use the new routing is a freight rate about 20 per cent under existing rail or joint rail-and-water rates. Two 800-ton barges are in commission and more are nearly ready. Freight is trans-shipped direct from the Mallory line steamers into these barges at Mobile and carried to destination. There is no handling over the wharves and costs are reduced.

From the Atlantic Coast

THE Thames Tow Boat Co., New London, Conn., owner of the Thames Shipyard at Riverside, has commenced the construction of a third marine railway of 1500-ton deadweight capacity, to be completed by October. The other railways of the company are of 1000 and 2500 tons, respectively.

* * *

The New London Ship & Engine Co., New London, Conn., has recently resumed operations on a full time schedule. The company has also made reductions in salaries, and in some instances this is 20 per cent.

* * *

The steamer, now building at Bath, Me., for the Boston firm of Crowell & Thurlow will be ready for launching about June 1, it is reported. The new craft will be an oil burner equipped with turbine engines, and will be named THOMAS P. BEAL, after the president of the Second National Bank, Boston.

* * *

Work of reconditioning the former German liner BERLIN, recently acquired by the White Star line, and renamed the ARABIC, is being delayed owing to the strike of ship workers at Southampton, England.

* * *

The Perry, Buxton & Doane Co., Boston, was highest bidder for the British steamship WANDY, which stranded off Kennebunkport, Me., recently.

* * *

The McNab Boat Corp., Bridgeport, Conn., has been incorporated for $150,000 by W. E. Burnham, and others, all of Bridgeport.

* * *

Henry F. Merrill, chairman of the port directors of Maine, has announced that actual construction will start soon on a new 1000-foot pier which is to be built at Portland for which a state appropriation of $1,500,000 has been made. Construction of the pier is expected to take about a year. It will be 1000 feet long, 360 feet wide, with 35 feet of water alongside. The pier will be equipped with the latest handling devices, and the rates will be made reasonable in order to attract business.

* * *

A proposed new service between Boston, Halifax, Charlottetown and Montreal will not be operated this spring as announced, owing to difficulty in securing ships with suitable accommodations for passengers and freight.

* * *

Announcement was made recently that the names of two of the United States Mail Steamship Co.'s steamers are to be changed. The steamer ANTIGONE, when she makes her next sailing will bear the name POTOMAC and the steamer NEW ROCHELLE will hereafter be known as the HUDSON.

* * *

An interesting booklet has been issued by the International Mercantile Marine Co., entitled "Four-Footed Passengers", dealing with the steamers and the facilities of each, which this concern operates in the transatlantic service for the transportation of livestock.

* * *

The slump in the values of sailing vessel tonnage since the close of the war is illustrated in the sale recently to Capt. O. A. Gilbert of the Boston Ship Brokerage Co. of the 4-mast wooden schooner COMMACK, which was built in 1918 at a cost of approximately $276,000. It is understood the price paid by Mr. Gilbert was less than $60,000. The COMMACK registers 1330 tons net and 1446 tons gross.

* * *

Recent statistics show Boston to be the greatest fishing port in the world, outranking Grimsby, England, which previously held the record. In the 12 months ended Dec. 31, a total of 118,559,000 pounds of all varieties of fish was received in South Boston. This large amount was delivered by a fleet of vessels which has been constantly increasing during the last few years. The mackerel fishery alone engage about 125 vessels. In the ground fishing business, the operating fleet numbered 383, including 41 power trawlers.

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Liner Officers Blamed for Collision

The steamship WEST HARTAND collided with and sank the American coastwise steamship GOVERNOR off Port Townsend, Wash., early on the morning of April 1, with the loss of eight lives. The GOVERNOR with her cargo was valued at $1,500,000. She is a total loss as salvage is not believed possible. The WEST HARTLAND was outward bound for Bombay, India, with a cargo of 3,000,000 feet of railroad ties and 1,000,000 feet of lumber. The terrific force of the collision is evidenced by the extensive damage done to the steamer's stem. The GOVERNOR was practically cut in two and sank in less than half an hour. The WEST HARTLAND is being surveyed in dock at Todd Dry Docks, Inc., Seattle. It is estimated that repairs will cost $150,000.

Charges of "inattention to the duties of their stations" have been preferred against Pilot H. H. Marden, Second Officer Ernest Kellenberger and Third Officer Arne Hage, of the express liner GOVERNOR.

While holding the three officers of the GOVERNOR responsible for the accident, the inspectors have cleared the WEST HARTLAND, which had the right of way, of all blame. Both vessels were operated by the Pacific Steamship Co., the WEST HARTLAND under allocation from the shipping board.

The decision holds that the three officers charged were derelict in their duties in not leaving the pilot house, the windows of which were closed, and making an investigation when the men on watch reported the approaching lights of the other vessel. Capt. John Alwen, of the WEST HARTLAND, is said to have have acted properly in maintaining his speed and course, until he saw a collision was inevitable when he reversed. However, the impetus of the loaded freighter was so great that she almost cut the GOVERNOR in two, the latter sinking in less than 30 minutes.

The trials of the accused officers and the litigation sure to follow are expected to be bitterly fought. In an action for damages for $353 for loss of cargo aboard the GOVERNOR, the Aubrey-Becker Co. alleges that the WEST HARTLAND was to blame because of a disregard by the latter's officers of prudent seamanship and a willful violation of the regulations to prevent collision, this charge being in direct contradiction of the findings of the inspectors.

The GOVERNOR was built in 1907 by the New York Shipbuilding Co. for the old Pacific Coast Steamship Co. and has since been operated coastwise out of Seattle.

J. S. W. HOLTON, for 18 consecutive terms president of the Philadelphia Maritime Exchange, has been re-elected. WALTER F. HAGAR was elected vice president for a third term, W. W. FRAZIER treasurer for a fifth term, JAMES T. KERNAN secretary for a fifth term and JOHN F. LEWIS solicitor for his twenty-ninth term.

EDWARD S. WALSH has been elected president of the Maritime Association of the Port of New York. CHARLES H. POTTER, who resigned as a director, was elected vice president and FREDERICK E HASSLER was elected a director to succeed him.

S. J. STEERS, assistant general agent of the Judson Freight Forwarding Co., New York, for several years, has resigned. He will take a rest before reentering business.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

A STIFF fight for wages in the shipbuilding trade has been in progress for more than a month. The struggle follows a notice by the shipbuilding employers to withdraw the advance of 6 shillings per week to time workers and 15 per cent to piece workers, granted by the industrial court a year ago on account of the boom in shipbuilding. Two or three conferences have since taken place when the shipbuilding firms were able to produce plenty of evidence of the severity of the slump which has taken place. But on behalf of the men it was still contended that there was ample work and that the trade conditions have not justified the reduction. The men appealed for the matter to be settled by arbitration, but this was refused by the shipbuilding trades, who pointed out that this particular advance was not based upon the cost of living, but merely to allow the men to share in the temporary prosperity. The employers gave formal notice that the reduction was to operate at the end of April. It is hoped that the representatives of the men will reach the conclusion that the reduction is more than justified by the prevailing business and economic conditions.

* * *

THE British shipping industry is severely affected by the coal crisis—first and foremost by the fact that the stoppage of the mines not only puts an end for the time being to coal exports, but inflicts a disastrous blow upon industries all of which contribute more or less to shipping prosperity. One of the most remarkable effects is the drastic power taken under the emergency powers act in regard to shipping. The government can requisition transport, control ports and commandeer ships to any extent. This means that a port may be closed to traffic; the government will decide with reference to anybody the nature of the trades in which ships may be employed; vessels may be directed to certain ports either to load, discharge or to take passengers, and in fact the government may take possession of any ship at any time for any purpose whatsoever. Naturally this is regarded seriously by the shipping industry, but not one word of protest has yet been uttered and the utmost loyalty is being manifested by shipowners everywhere. The owners, while they regret the necessity for such drastic measures, are ready to co-operate to the utmost in dealing with an unfortunate and difficult situation

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ONE of the best examples of the slump in shipping rates is the drop in the time charter rate to 6 shillings a ton deadweight per month. It is understood that some British steamers have been chartered at this rate for the transport of American coal. Early last year the rate was 25 and 30 shillings per ton, but for some time the figure has been 7 shillings. Some of the contracts taken are for as much as six months and the readiness of British owners to undertake this work is eloquent as to the state of the shipping industries. Shipping authorities state that the figure prob-

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ably will prove unremunerative and can be justified only where there is absolutely no other employment for the idle ships.

* * *

THE shipowners of Great Britain are agitating for greater efficiency at the principal ports for the rapid loading and discharge of vessels. They are stimulated in this appeal largely by the great progress recently made in the United States and the greater efficiency of the appliances at the ports of the Great Lakes has received special attention. It is pointed out that storage accommodation ought to be increased, railway communications improved, while there is a good deal of scope for progress in the provision of efficient machinery.

* * *

TWO striking examples may be quoted of the remarkable fall in values of ships within the last few months. Two steamers, the WALTHAM and RIDLEY, belonging to the Craggs Steamship Co., Ltd., have been sold for the round sum of £80,000 ($320,000) for the two vessels. The WALTHAM was bought by the Craggs Steamship Co. from the Thompson Steamship Co., London, in February of last year for £173,500 ($607,250), and the RIDLEY was acquired about the same time for £171,000 ($598,500). The cost 15 months ago works out in the case of the WALTHAM at £28 ($98) and the RIDLEY £29 ($101.50) a ton. In March of last year they were valued, the one at £830 ($105) and the other at £32 ($112). The average value of the two as now sold is £6 12s ($26.40) per ton. It would be difficult to give a more impressive example of the rapid decrease in shipping values within a year.

* * *

THE enormous losses by shipping companies through extensive pilfering have often been complained of and an example was cited at Middlesborough in May of the serious consequences to the Elder-Dempster Co., which last year lost £186,000 ($744,000) through pilfering. Two ship's clerks of Liverpool who traveled with one of the vessels had the duty of checking the cargo and it was subsequently proved that they had abstracted 27 cases of kerosene valued at £55 during the stay of the vessel at Grand Bassam, a port in West Africa. The defendants were sentenced to a short term of imprisonment.

* * *

THE shipping business of Middlesborough gives a good indication of the effect of the iron and steel slump upon the shipping trade of the northeast coast. Imports of ore into Middlesborough during March were approximately 40,000 tons below the tonnage received in February. The best record day of the month was March 21, when 17,231 tons were cleared. The total importation by the end of March was 90,102 tons. Official information shows that the following freights prevailed on April 4 at Middlesborough:

	Shillings Iron	Steel
Antwerp	9	14
Calais	10	15
Cologne	17/6	22/6
Dieppe	15	20
Hamburg	20	25
Rotterdam	12/6	17/6
Rouen	12/6	17/6

* * *

A DRAB story is told in the north of England regarding the shipping business. Practically all the shipyards on the Tees and the Wear took a fortnight's holiday at Easter and there is an enormous amount of idle tonnage in these ports. Coal export is prohibited and the quantity of pig iron and steel exported is absurd in comparison with the prewar figure. During March the amount of pig iron shipped overseas did not reach 4500 tons, yet in 1913 the monthly pig iron shipments averaged 60,000 tons. At that time Germany was a good buyer, but during March only 480 tons were exported to that customer. Prior to the war German customers frequently took as much as 10,000 tons per month. In addition to the enormous numbers of idle ships freights are steadily weakening in the northeast district. There has been a fall of approximately 3 shillings 6 pence in the freights to the north of France since the beginning of the year and it is now possible to convey material to the north of France at 6 shillings 6 pence a ton.

Book Review

Practical Shipbuilding, by J. D. MacBride; 356 pages, 5 x 7½ inches; cloth; published by the D. Van Nostrand Co; for sale by MARINE REVIEW, $3.

This is the second, revised and enlarged edition and deals with the work of shipbuilding on and around the ways, not in the shops, etc. The book is amply illustrated with working sketches and drawings with folded inserts of plans of ships. The 24 chapters cover a wide range of subjects and, in addition, 54 pages of ship nomenclature are given. The book primarily is intended for beginners in shipyards and as such should make a practical handbook for those whose work brings them in contact with shipbuilding and who otherwise grope in the dark for a better understanding of the business of vessel construction.

Praise War Work of Charles M. Schwab

Shipbuilders and shipowners from all over the country and former members of the United States shipping board and Emergency Fleet corporation attended a dinner at the Waldorf-Astoria hotel in New York May 6, in recognition of their former leader, Charles M. Schwab. Mr. Schwab was hailed by Rear Admiral Francis T. Bowles as the man who "energized and vitalized" the work of shipbuilding during the war. Those who attended the dinner included many who played active parts in building the merchant marine and who now are concerned with the problems of maintaining and building up foreign trade. Among those at the guest table were Bernard M. Baruch, Rear Admiral Bowles, Paul D. Cravath, Gen. George W. Goethals, E. G. Grace Darwin P. Kingsley, Charles Piez, Swager Sherley and Paul M. Warburg. The platform was modeled after a ship's bridge, with all the control apparatus.

Homer L. Ferguson, president of the Newport News Shipbuilding & Drydock Co.; Charles Piez and William A. Thompson alluded to the criticism that followed Mr. Schwab's achievements as outrageous. Admiral Bowles, paying tribute to Mr. Schwab as an executive and a man, said that "You could never receive enough to compensate you for what you did for the Fleet corporation."

Mr. Piez also spoke briefly of some of the problems of the merchant marine. "It is easy to say the policy ought to be private ownership and operation," he said, "but how are you going to get it?" He said that many of the ships should be scrapped and written off as a war expense and that there never would be proper operation of the fleet until the task as assigned to one man.

A model of a 7500-ton ship, such as were built during Mr. Schwab's term of office, was presented to him by the committee which arranged the dinner.

Architects To Meet

At a meeting of the Society of Naval Architects and Marine Engineers to be held in the Engineering Societies building, New York, May 26, John F. Metten, chief engineer of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, and J. C. Shaw, a visitor to the society, will read papers on "The Internal Combustion Engine as Applied to Marine Propulsion." Another paper to be read at the meeting will be "Reduction Gears for Ship Propulsion" by Robert Warriner, chief engineer of the Bethlehem Shipbuilding Corp., Ltd., South Bethlehem, Pa.

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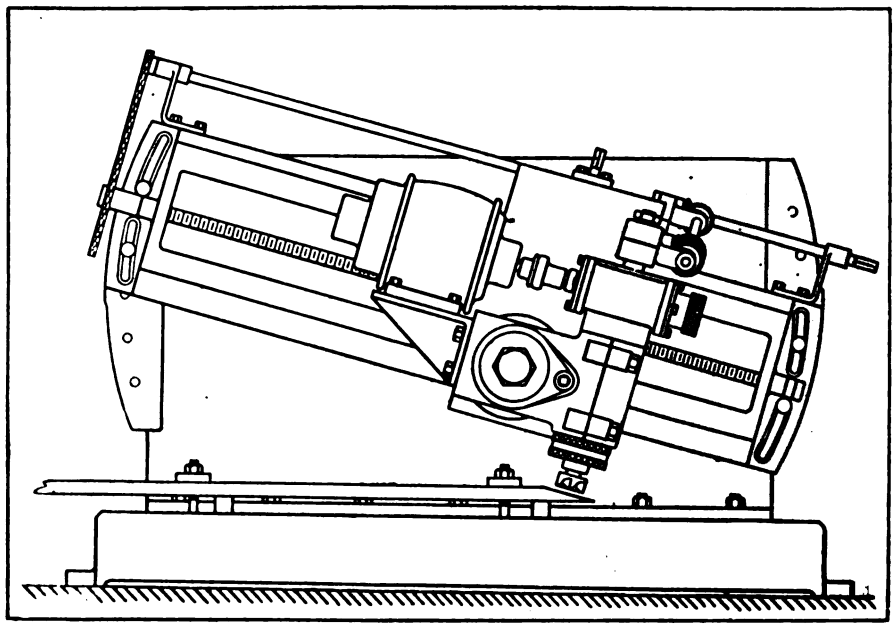
Equipment Used Afloat, Ashore

Pressure Seated Valve—Scarphing Machine—New Type Pump

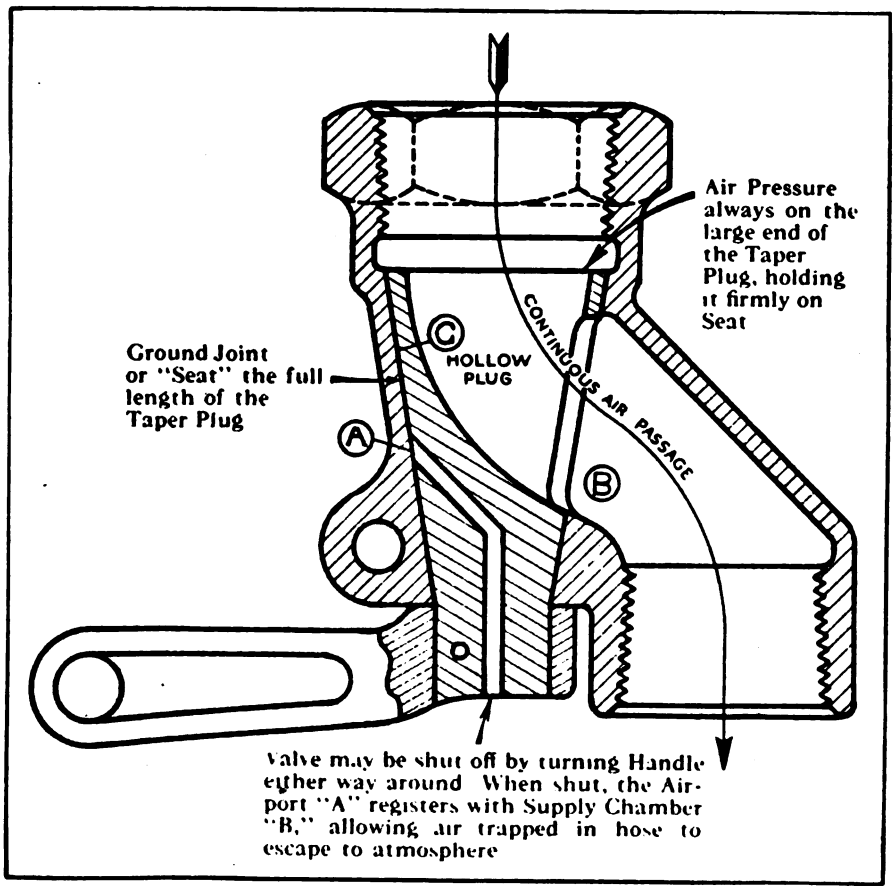
THE Cleveland Pneumatic Tool Co., Cleveland, has developed an air valve for use in air service containing new features of interest to users of compressed air. The sectional drawing illustrates the valve, which is designed to eliminate air losses through leakage in transmission.

In view of the action of compressed air upon valve seats, packing and gaskets, the company's engineers determined to design a valve in which the air could not come in contact with the seat, thus avoiding replacement of seats and also utilizing air pressure as a seating agent to hold the valve plug on its seat. This would eliminate packing, gaskets, stems and springs and reduce the valve parts to three—body, plug and handle.

This was accomplished by using a hollow taper plug with the large end uppermost. The air enters at the top and passes through and out of an opening in one side of the hollow plug into the supply chamber which connects directly with the air hose. The air does not come in contact at any time with the valve seat, which is the outer wall of the plug as indicated by the letter *C* on the drawing. The long arrow shows the direction of the air in its travel through the wide, unobstructed air passage of the valve. The short arrow indicates the point on the large end of the plug where the air pressure is constant, forcing the taper plug against the walls of the valve body, forming a seat the full length.



IMPROVED PLATE SCARPHING MACHINE


Air Pressure always on the large end of the Taper Plug, holding it firmly on Seat
Ground Joint or "Seat" the full length of the Taper Plug
C
HOLLOW PLUG
CONTINUOUS AIR PASSAGE
A
B
Valve may be shut off by turning Handle either way around When shut, the Airport "A" registers with Supply Chamber "B," allowing air trapped in hose to escape to atmosphere

NEW TYPE VALVE SEATED BY AIR PRESSURE

The valve has been subjected to severe waste arrangement to allow the accumulated pressure in the air hose to escape to atmosphere when the valve is shut off. This arrangement, shown by air ports *A* and *B* on the drawing, safeguards the operator, who, when disconnecting the hose from the valve, often receives a gust of air in his face and accidently gets scale or grit in his eyes.

The valve has been subjected to severe service tests under both high and low air pressures, the high pressure being 500 pounds, as well as submerged water tests, and test on liquids under pressure and on acetylene gas lines.

Develops New Scarpher

A machine designed especially for scarphing or beveling edges of ship boiler and tank plates has been developed by Alfred Herbert, Ltd., Coventry, England, with branch offices in New York. The machine can be operated in a fixed or portable position for such milling.

The base of the machine is arranged to form a bed 47 x 64 inches and has T-slots for holding the work. On the base is mounted a back 31 inches high with two faces, both machined and arranged so the slide may be revolved. Provision is made for bolting the main slide rest carrying the milling head. The slide rest may be bolted to either the back or the front of the machine.

On the main slide is fitted a heavy cross slide which has a longitudinal

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movement of 42 inches and is fitted so that the milling head can be bolted in a low or high position. The vertical movement is 12 inches. When in a low position the job can be machined on the bed and when in a high position shafts up to 23 inches in diameter can be used. If it is required to have higher movement than this, packing slips can be put under the back.

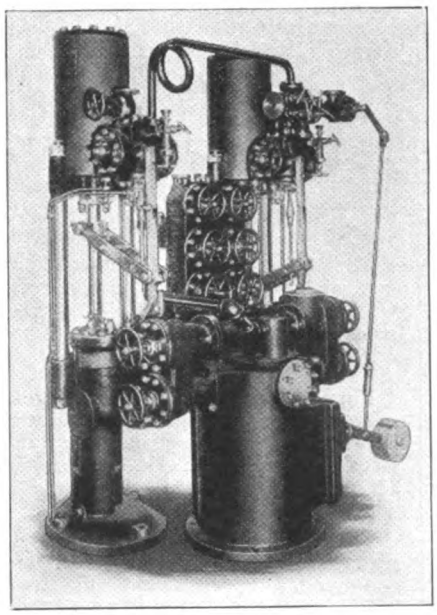
On the compound slide rest is fitted a milling attachment which has a column 6 inches in diameter and 20 inches long, giving a 12-inch movement. On this is mounted a slide bracket moved up and down by a central screw which carries on one side a milling quill with worm drive; on the other side a bracket for a 2-horsepower motor. This motor is preferably arranged to run at 1700 revolutions per minute, the reduction of worm being 16 to 1. The worm is hardened steel fitted on one side with radial bearings; on the other side with double-thrust bearings. The worm is bronze and both worm and worm wheel run in grease. The whole of the worm box and quill carrying milling cutter can be reversed.

On the main shaft of the milling spindle is arranged a worm box which gives a drive through a nest of bevels to shaft, and back to automatic feed on the slide rest. By a clutch arrangement this can be made to travel either way.

Takes Over New Line of Machinery

The full line of G. & J. Weir pumps and accessories is to be manufactured in this country by the Bethlehem Shipbuilding Corp., Ltd. The accompanying illustration of a pair of these direct acting pumps with float and automatic control gear shows the first of these pumps to be built in the United States.

The pump is quiet in operation. A special type of steam valves causes it to slow down toward the end of the stroke, permitting the water valves to settle quietly. This action also prevents any jar or shock in the feed pipes. The steam valve consists practically of only two moving parts to reduce wear and tear. A large valve area with small lift is obtained by using a number of small valves in a circular seat. There is no dead center. The length of stroke can be adjusted in a few minutes and, when once adjusted, it is constant at all varying speeds and pressures.



DIRECT ACTING PUMPS

The new line will include the following: For merchant and naval designs, feed pumps, direct-acting and rotary types; ballast pumps, fire and bilge pumps; ash ejector pumps; oil fuel pumps for pressure, transfer and cargo duty, vertical and horizontal designs; forced lubrication pumps; direct contact feed heaters; surface feed heaters; condensers; turbine-driven circulating pumps; double and single air pumps; complete auxiliary condensing plant; combined air and circulating pumps for auxiliary condensing plant; evaporators, distilling condensers; complete evaporating and distilling plants and hydrokineters; for land duty,—single-acting feed pumps; twin-compound feed pumps; tandem-compound feed pumps; turbine-driven rotary feed pumps; feed heating and feed pumping for locomotives; high pressure oil pipe line pumps; compound and triple expansion types for discharging against pressures up to and over 1000 pounds, and hydraulic pumps.

This new line of machinery is being manufactured at the Moore plant of the Bethlehem Shipbuilding Corp., Ltd., Elizabeth, N. J.

Late Marine Patents

Copies of any of these patents may be obtained by forwarding 25 cents in stamps to Siggers & Siggers, National Union building, Washington, mentioning MARINE REVIEW.

1372175—Ship construction, Mary L. Little, Long Beach, Cal.
1372402—Propeller for steamships, Jordan Christoff, Epsom, Auckland, N. Z.
1372591—Wreck indicating buoy, Paul Bichek, Hudson, Wyo.
1374942—Fishing buoy, O. T. Melvin, St. Andrews, Fla.
1374943—Buoy, O. T. Melvin, St. Andrews, Fla.
1375055—Ship salvaging device, Joseph Lodato, Ogden, Utah.
1375409—Sound box, George A. Moore, Medford, Mass.
1375494—Life buoy, Andrew Dudas, Homestead, Pa.

Business News for the Marine Trade

The Inland Contracting & Wrecking Co. has been incorporated in Delaware with a capital stock of $10,000 to reclaim sunken vessels, by John P. Cann, Henry McKeown and W. N. Tyson, Wilmington, Del.

The Townsend Repair Works, Richmond, N. Y., recently was incorporated to operate a drydock, by R. and J. A. Townsend, C. J. Nygard, and others. The company is capitalized at $50,000.

Hannevig Corp., New York, has been incorporated as a ship broker, with $25,000 capital stock, by C. Hannevig, J. W. Praesent and K. Waack, 27 William street, New York.

The Houston-Tampico Steamship Co. has been incorporated in Delaware with $1,000,000 capital stock, by the Corporation Trust Co. of America.

Capitalized at $250,000, the Ainsworth Coal & Navigation Co. recently was incorporated in Delaware, by A. P. Bretherick, Darby, Pa., J. D. Morrelli and R. P. Jarrett.

The capital stock of the Fay & Bowen Engine Co., Geneva, N. Y., recently was increased from $110,000 to $300,000.

Capitalized at $1000, the Importers Steamship Corp. recently was incorporated in Delaware.

The Calumet Steamship Co. has been incorporated in Delaware with a capital stock of $200,000, by the Corporation Trust Co. of America, Wilmington, Del.

The capital stock of the Remsen Dock Co., Brooklyn, N. Y., recently was increased from $1000 to $50,000.

The Imperial Bearing Bronze Co., Flushing, N. Y., has been incorporated with a capital stock of $20,000, by L. Osabon, J. M. Partmann, J. Zentek and S. O. Wood.

Capitalized at $5000, the Ottoman Line, navigation, recently was incorporated in New York, by G. N. Richard, A. F. Egelhoff, 29 Broadway, and others.

The Finch Radio Electric Co., Buffalo, has increased its capital stock from $10,000 to $500,000.

The Excelsior Valve Co., Saratoga Springs, N. Y., recently was incorporated with a capital stock of $40,000, by C. L. Hoey, A. J. Devoe, and others.

Capitalized at $25,000, the Carle Shipbuilding & Repair Co., Rockaway Beach, N. Y., recently was incorporated by R. F. Lenahan, W. J. Francis and C. H. Carle.

The National Chain Co, College Point, L. I., N. Y., has purchased the plant of the Belleville Products Co., Belleville, N. J., which it will use for the manufacture of chain.

The Parkersburg Dry Docks, Transportation & Coal Co., Moundsville, W. Va., has been

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incorporated with $250,000 capital stock, by M. J. McQuade, J. R. Dorsey, and others.

The National Valve Co., Morristown, N. J., recently was incorporated with $100,000 capital stock, by G. F. Lowe, James H. Samuel and Edward A. Quayle Jr., to manufacture valves, etc.

The De Laval Steam Turbine Co., Trenton, N. J., has awarded a contract for the erection of a 3-story machine shop building, 60 x 220 feet, to cost about $150,000.

The Union Iron Works, Joplin, Mo., will remodel its plant and erect a boiler house, 30 x 40 feet. New equipment will be installed.

The Chandler Welding & Machine Co., Texarkana, Ark., will install an additional department for manufacturing machinery.

The General Engines Corp., Reno, Nev., recently was incorporated and will conduct a general foundry business.

The McNab Boat Corp., Bridgeport, Conn., recently was incorporated with a capital stock of $150,000, by Alexander McNab, R. G. Farrell, Henry Bishop, W. E. Burnham, V. McNab and W. C. Bryant.

The Greater New York Boat Co. has been incorporated with a capital stock of $10,000, by L. B. Cohen, B. Soffer and I. Weinstock, 288 Grand street.

The Piston Valve Corp., New York, recently was incorporated with a capital stock of $75,000, by C. H. and R. H. Matthiesson and W. G. Brown, Woolworth building.

The Rotor Engine Corp., New York, recently was incorporated with a capital stock of $75,000, by C. I. Thompson, E. S. Hayne, E. S. Hamilton and L. B. Koch, 25 West Forty-fourth street.

The Mercer Welding Rods Co., Trenton, N. J., has been incorporated with a capital stock of $125,000, by Thomas Richmond, John J. Lawler and Harry Bernstein.

Kleppe Lines recently was incorporated in Delaware with $10,000 capital stock, by Corporation Trust Co. of America.

The Southern Disappearing Propeller Boat Corp. recently was incorporated in Delaware with a capital stock of $150,000, by the Delaware Registration Trust Co., Wilmington, Del.

The American Ship Reparations Corp., New York, recently was incorporated with a capital stock of $10,000, by S. Bachrach, A. B. Brenner, J. H. Keim, 25 Broad street, and others.

The Marine Ways Machine Co., St. Petersburg, Fla., is reported planning to expend $500,000 on improvements to its plant, including the erection of a mill-construction building, 50 x 150 feet, and the installation of considerable additional machinery and equipment. J. W. Appleby, 236 Seventh avenue, St. Petersburg, is proprietor of the company.

H. E. Boney, president of the Wilmington, N. C., chamber of commerce, is interested in the purchase of the Carolina Shipyards.

Capitalized at $100,000, the Merchants & Mfgrs. Transit Corp., Rochester, N. Y., recently was incorporated to engage in trade and navigation, by H. Barnard, D. B. Ladu, W. J. Glucker and J. W. Grady.

The Atlantic Coast Ports Service Corp. recently was incorporated in Delaware to engage in wharfage, with a capital stock of $100,000, by the Guarantee & Trust Co., Wilmington, Del.

The Seven Seas Steam Ship Co. recently was incorporated in Delaware with a capital stock of $500,000, by the Corporation Trust Co. of America, Wilmington, Del.

Pontoon No. 6, the last section of a $1,000,000 drydock, is being built by the Chandler Shipbuilding Co., Mormon Island, for the Los Angeles Shipbuilding & Dry Dock Co. When completed the company will be able to receive vessels 560 feet in length.

The Seattle North Pacific Shipbuilding Co., with a yard at Seattle equipped with five ways for vessels of steel construction has definitely discontinued as a shipbuilding plant.

Work is almost completed on the 12 new piers for the city of New York in course of construction between Tompkinsville and Clifton, Staten Island. It is expected they will be ready some time in the fall. They will represent an expenditure of $20,000,000.

Capitalized at $100,000, the Tri-State River Navigation Co., Columbus, Ga., recently was incorporated.

The Delata Navigation Co., Stockton, Cal., recently was incorporated to operate steamships, with a capital stock of $200,000, by B. Walters, J. T. Currey, David Miller, W. C. Coldberg and A. J. Maclean.

The Houston-Tampico Steamship Co., Houston, Tex., recently was incorporated with a capital stock of $1,000,000.

The American Coal Loading Machine Corp., Huntington, W. Va., recently was incorporated with a capital stock of $250,000.

The People's Barge Canal Line-State of New York, New York, recently was incorporated with a capital stock of $25,000, by C. Campbell A. J. Boll, A. R. Smith, J. J. Sammon, 350 Broadway, New York, and others.

The Greater American Service Corp., New York, has been incorporated to engage in a marine insurance business, with a capital stock of $10,000, by M. E. Sanders, M. A. Doody, A. B. Levis and R. P. Levis, 42 Broadway.

The American Transatlantic Line, 59 Pearl street, New York, recently was incorporated with $500,000 capital stock, by Albert Charbonneau, Victor Passini and Isaac Meister.

The Raymond Concrete Pile Co., Munsey building, Baltimore, has a contract for constructing a pier at Charleston, S. C., for the government, to be built at a cost of $195,000.

The Detroit & Windsor Ferry Co., 2 Woodward avenue, Detroit, will build two docks at Windsor, Ont., at an estimated cost of $500,000.

David Rodgers has purchased the floating drydock and equipment of the Seattle Dry Dock Co., Seattle, and will use it as a marine repair plant. It is stated the plant will be expanded.

The Jahncke Dry Dock & Ship Repair Co., New Orleans, is reported planning to spend $2,000,000 in new equipment and extensions to its plant, including the extension of a new 600-foot steel wharf which will give much needed additional steamer repair berths. The dock board of New Orleans recently granted the company permission to use the additional 600 feet on the river front.

The Wisconsin Shipbuilding & Navigation Co., Milwaukee, has about completed all new construction and are said to be negotiating new contracts in steel and wood.

The Grand Trunk railway steamship terminal at Portland, Me., will be enlarged and improved at an estimated cost of $500,000.

The capital stock of the Richmond Screw Anchor Co., New York, recently was increased from $10,000 to $100,000.

Capitalized at $350,000, the Jacksonville Coal & Dock Co., recently was incorporated in Delaware by T. L. Croteau, M. A. Bruce and S. E. Dill, Wilmington, Del.

The Maritime Hardware Co., New York, recently was incorporated with a capital stock of $10,000, by R. B. Morse, H. K. Blecker, and J. J. Mead, 323 Seventy-fourth street, Brooklyn, N. Y.

The name of the Steward Davit & Equipment Corp. of Delaware has been changed to the Steward Davit & Equipment, New York.

Capitalized at $25,000, the Whitaker Marine Construction Co., San Francisco, recently was incorporated by James S. Whitaker, P. H. Whitaker, H. C. Mitchell, Ralph W. Gray, H. C. Wilson and Leslie F. Baker.

To build automobiles, power boats, etc., the Dow-Walen Co., Gloucester, Mass., recently was incorporated with a capital stock of $12,000, by H. L. Walen, R. H. Dow and Edward C. Bonia.

Business Changes

The Trans-Continental Freight Co., with offices in Chicago, New York, Philadelphia, Boston, Buffalo, Cincinnati and Cleveland, has been appointed soliciting agent for the Steel Steamship Line, Inc., which operates service from the Gulf to Europe, Mexico, Pacific coast and the Orient.

* * *

The International Pulverized Fuel Corp. since April 20 has had its general offices in the National City building, 17 East Forty-second street, New York.

* * *

The Superheater Co. moved its general offices on May 1 from 30 Church street to 17 East Forty-second street, New York.

* * *

Funch, Edye & Co., Inc., removed their office to the 13th floor of the Cunard building, 25 Broadway, New York, on April 23.

* * *

The George H. Gibson Co., consulting engineer specializing in commercial research and advertising of technical products, moved on May 1 from the Tribune building, New York, to the 18th floor of the Hide and Leather building, 100 Gold street, New York.

* * *

The Chicago branch store of the Lunkenheimer Co., Cincinnati, moved from 188 North Dearborn street to 568 West Washington boulevard on May 1.

* * *

HADLEY F. BROWN and B. L. MYRTETUS, formerly with the American International Shipbuilding Corp. at Hog Island, have formed the firm of Brown & Myrtetus, naval architects, consulting engineers and appraisers, with headquarters in Philadelphia.

* * *

The Air Reduction Sales Co. on May 1 moved its executive offices from 120 Broadway and 160 Fifth avenue, New York, to 342 Madison avenue, that city. The New York district office, which also has been at 160 Fifth avenue, now is at 191 Pacific avenue, Jersey City, N. J.

* * *

The Atlantic Deeper Waterways association has moved its headquarters to 1133 Real Estate Trust building, Broad and Chestnut streets, Philadelphia, acording to announcement by Wilfred H. Schoff, secretary-treasurer of the association.

* * *

The corporate name of Rickard & Sloan, 25 Spruce street, New York, has been changed to Rickard & Co., Inc. The company specializes in industrial and technical advertising.

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